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# The Hongkong Telegraph

FOUNDED 1861

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JUNE 14, 1924

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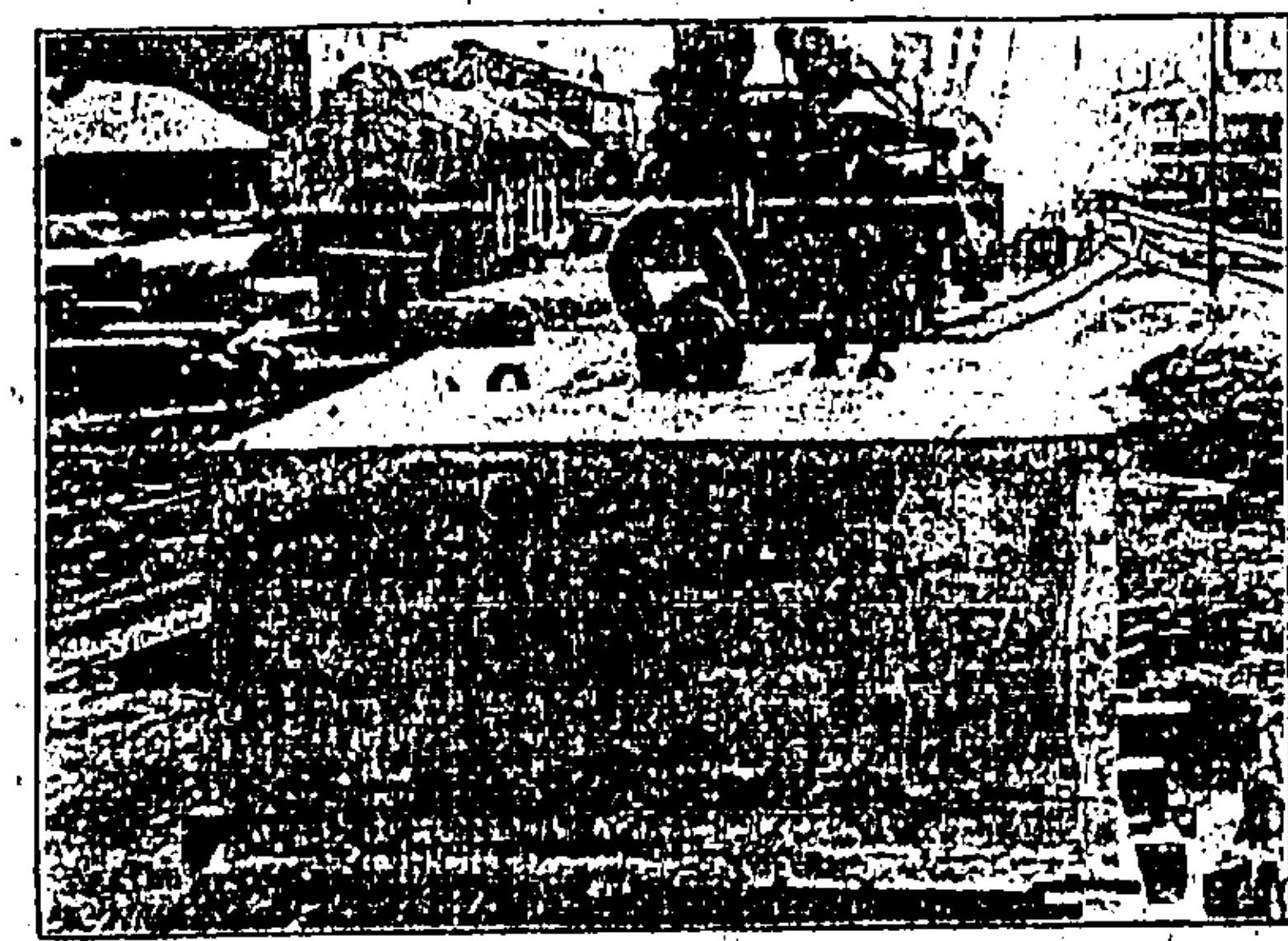
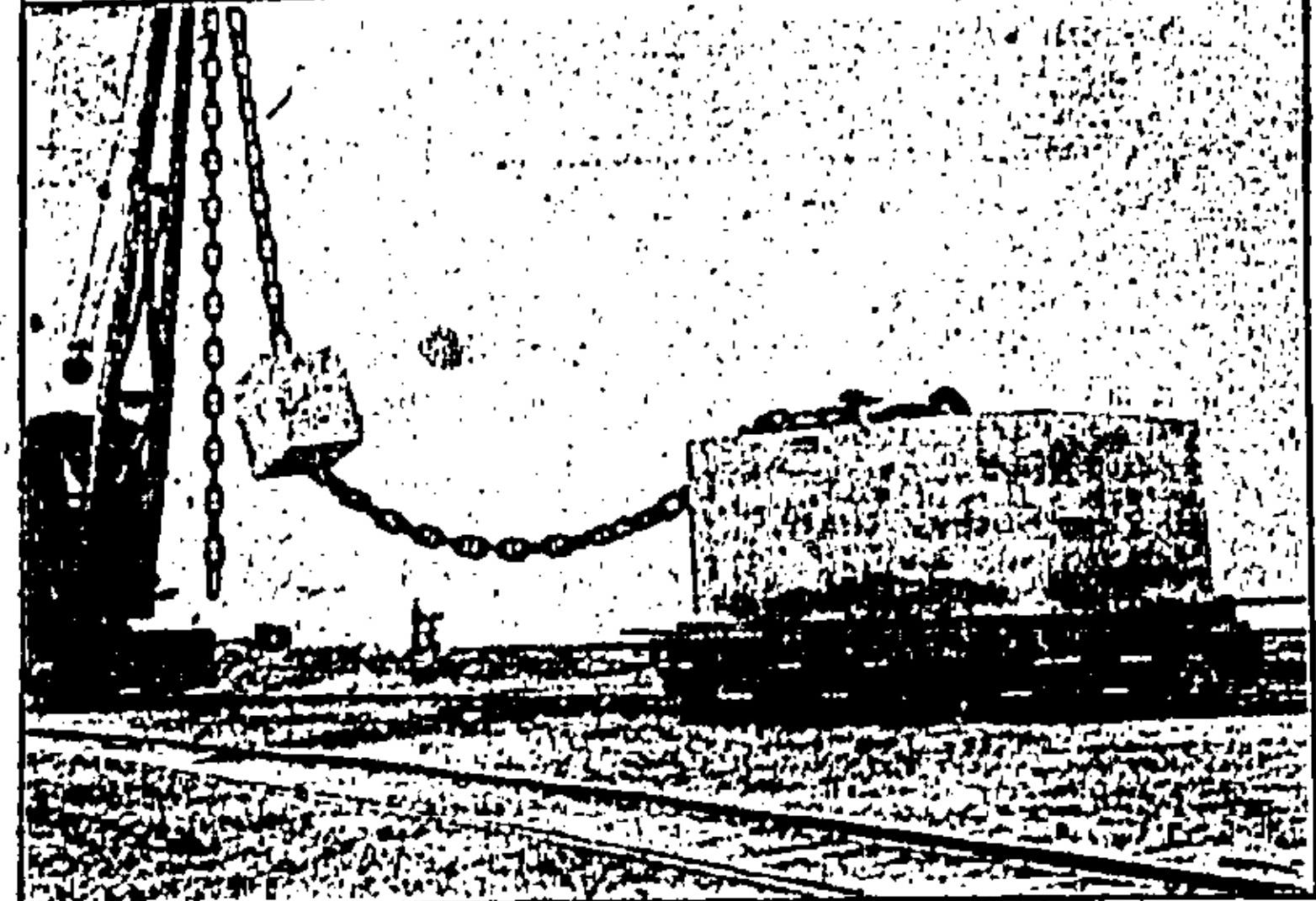
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## NEW TYPHOON MOORINGS.

### 90-Ton Blocks of Concrete Replace Anchors.

### OUTCOME OF THE "LOONGSANG" ENQUIRY.



It will be remembered that one of the recommendations of the Marine Court enquiry which was held after the foundering of the s.s. Loongsang in the big typhoon of August last, was that special typhoon-moorings should be provided in the harbour at which ships might safely lie during typhoon weather. With a view to ascertaining what was being done in the matter, a *Telegraph* representative recently called on the Acting Harbour Master, Lieut.-Com. Conway Hake, the result of the interview being that we are to-day able to publish particulars and pictures showing the first of the seventeen new typhoon moorings which are to replace an equal number of present moorings.

As will be seen by the pictures, the mooring consists of a huge block of reinforced concrete. The block, which is 90 tons in weight and 13 feet square and 7½ feet high, has a suction cavity at the bottom and will be buried in the bed of the harbour where the buoy is intended to be. An "eye," the material of which is eight inches in diameter, has been cast into it, and to this is attached a ring, also eight inches in diameter. Seventeen fathoms of 3½ inch stud link cable will be between the buoy and the block, whilst a five-ton block of concrete is cast on the cable to act as a swinging weight and thus lessen the amount of strain that may be put on the main mooring block. The pictures accompanying this article convey a very good impression of the immense size of the mooring block, as a Chinese workman can be seen standing on the block in the lower picture.

The present system of mooring the harbour buoys is by what is known as the "bridle and starred-out cable" method. Two nine-ton anchors, connected together by 120 fathoms of cable are laid in an E.N.E. and W.S.W. direction. In the centre of this cable is a ring

### TURF TOPICS.

#### AH SHUN'S CAREER.

[BY "ARGUS JUNIOR."]

Ah Shun, who now trains for the McKeth stables, Moers, Hosie and Cook and Mr. Normazoo, was born in Shanghai 44 years ago. At the age of 14, he was doing riding work at the Sin Sung livery stables in Shanghai, where he remained four years. In 1898, he was engaged by Herr Stuppel, German Governor-General of Tsingtao, as head lad. After the outbreak of the Boxer trouble, he was sent from Shanghai to Tientsin in charge of 40 China pony remounts for the German troops. We next find him installed as head boy with Mr. "Dupless," who won four consecutive Shanghai Champions with The Dealer. Ah Shun trained this pony for his last victory in this race in the Spring of 1902.

After some years with Mr. George Dallas and Mr. Burkhill as riding boy and two years in charge of Herr Schoch's stables, Mr. Burkhill sent him to Hongkong in 1909 to train for Mr. W.G. Pirie. He started more auspiciously as he trained Man Man for his new owner and the pony carried Mr. Johnstone to victory in the Valley Stakes and the Hongkong Stakes at the 1910 meeting.



Ah Shun next found employment with Mr. Harold Seth, with whom he has been ever since. His greatest triumph was at the annual meeting in 1913, when Fujian Chief, ridden by Mr. Johnstone, won the Maidens, the Derby and the Champions. In 1914, he had success with Brown Boy and Sir Galahad, ridden by Mr. Seth and Mr. Knoll respectively. In 1915, the Chief ponies again did well. Australian Chief won the Trial Plate and was second in the Derby; while others of the stables more than paid their way.

In 1916, Ah Shun trained Mr. Mac's Adventure, on which Mr. Seth won the Grand Stand Stakes, and Australian Chief which carried Mr. R.F. Stewart to victory in the Great Southern Stakes. Pingwu Chief was third in the Derby that year. The winners trained by Ah Shun since his arrival here are too numerous to mention. At the present time he has charge of Knock-uh Log, Wattheau, Nostar II and Drake, all recent winners, and, with the exception of the last-named, all capable of paying their way if judiciously placed in their engagements.

[Next Week:—Ah Too's Career.]

### AMERICAN FLIERS.

#### NOT RESUMING FLIGHT YET.

We learn that a wireless message has been received in the Colony through American naval sources to the effect that the American airmen will not be resuming their flight for some days.

The message states that the machines do not expect to get away from Toulon for at least three days after receiving the new engine for the leader's plane from Saigon.

### FRENCH PRESIDENTIAL ELECTION.

#### Big Majority for M. Doumorgue.

#### REMARKABLE POLITICAL INCIDENT ENDS.

(Reuter's Service.)

Versailles, June 13. M. Doumorgue has been elected President of the Republic on the first ballot.

M. Doumorgue was elected by 515 votes, against 309 given to M. Painlevé.

The Communists voted for M. Camelinat.

M. Camelinat obtained twenty-one votes, and others eight, while there were seven blanks. The total number of voters was 860.

#### Hive of Excited Activity.

The Town Palace was a hive of excited activity, all roads to it by noon being crowded with motor cars, bringing not only Senators and Deputies but many members of Paris society.

A meeting of the Left parties in both Chambers immediately prior to the opening of the National Assembly decided to uphold M. Painlevé's candidature.

The Assembly opened at two o'clock in the afternoon, M. Doumorgue presiding.

M. Doumorgue, though a Radical Socialist, largely owes his election to the fact that the Centre and Right voted for him in order to defeat the official candidate of the Left parties, M. Painlevé, whom the Moderates considered more of a party man than M. Doumorgue.

#### The New President's Career.

The new President began life as a lawyer, and was elected to the Chamber in 1893. He has held office in many Ministries, and was Premier for six months ending June, 1914. At present he is President of the Senate. He is described as a fine speaker, confident, polished, well informed and much respected. He knows England well and is most friendly toward England. Long before the war he advocated the closest Franco-British collaboration. The prospect, therefore, of M. Herriot and Mr. Ramsay MacDonald reaching a complete understanding on pending questions at the forthcoming meeting appears to be most favourable.

M. Doumorgue, who is aged sixty-one and who is a southerner, is the first Protestant or bachelor president. He was at one time a member of the Colonial Magistracy, holding posts in Indo-China and Algeria. His election is regarded as a severe blow to the Left bloc, the entire Opposition in the Chamber and the whole Senate including Radicals voting for M. Doumorgue.

Paris, June 13.

M. Marsal has tendered the Cabinet's resignation.

#### The Closing Demonstrations.

Versailles, June 13.

The élite of Parisian society watched the voting from the Galleries, and the whole Assembly burst into loud cheers when the result was announced, the Communists shouting "vive la commune." The demonstration lasted for several minutes, the Centre singing the "Marseillaise" and the Socialists and Communists singing the "Internationale." Premier Marsal immediately afterwards formally invested M. Doumorgue with his office. Congratulations followed. M. Painlevé being among the first to extend felicitations. M. Painlevé and M. Doumorgue cordially kissed on both cheeks to the delight of the spectators. The military rendered honours, and the crowd cheered as M. Doumorgue, accompanied by M. Marsal, left for the Elysée, from which M. Millerand had meanwhile quietly departed. M. Doumorgue immediately summoned M. Herriot.

#### New President's Hopes.

Versailles, June 13.

In his speech at the ceremony of investiture, M. Doumorgue declared that he would respect the Constitution as standing above parties. He trusted that the President and Parliament would collaborate to solve the grave problems and enable France to enter upon an era of useful work and peaceful progress.

#### A Report Denied.

Paris, June 13.

The report that M. Herriot will not accept the Premiership, because the President has been elected with votes from the Right, is disposed of by an announcement by the friends of M. Herriot that "whoever is elected President, M. Herriot will answer his call if he is invited to form a Cabinet."

#### Why M. Millerand Fell.

London, June 13.

The replacement of M. Millerand by M. Doumorgue ends one of the most remarkable incidents in the life of the Third Republic. M. Millerand had still over three years of his presidency to run but he too deeply offended the parties of the Left for them to agree to serve under him. They, despite his denial of unconstitutional conduct, contended that he has identified himself openly in the electoral crisis with the National bloc of which he was the founder, while certain reported declarations led to the suspicion in some quarters that he was playing with the idea of converting the Presidency into a kind of personal dictatorship. Moreover, his action as Prime Minister in 1920 in assisting Poland against the Bolshevik invasion and putting down the railway strike has never been forgotten by the Communists and others of the Left.

### CHINAS' PROSPECTS.

#### SIR ROBERT HO TUNG'S VIEWS.

#### THE ROUND TABLE CONFERENCE.

London, June 13.

Sir Robert Ho Tung was entertained to luncheon by the Overseas League. Sir Ernest Birch, presiding, eulogised the spirit of duty prevalent in the Chinese.

Sir Robert Ho Tung tributed the treatment of Chinese in British Colonies. He admitted that the present situation in China was not encouraging, and declared that on his return he intended to persevere in his efforts to arrange a round table conference. There was no reason why China should abandon the old, excellent traditions while conforming to modern conditions respecting education and civilization generally. He was sure that China would continue to maintain the honour of the race.

### AN ALPHABET OF HONGKONG



### H THE HOTEL-BOY

(Younger Variety).  
He Carries the Bags  
Of the Cream of Society.

#### THE "SEISTAN."

#### UNSUCCESSFUL EFFORTS TO REFLOAT.

#### Another Attempt This Evening.

An unsuccessful attempt was made at high tide last evening to pull off the s.s. Seistan, which is aground on the south-west end of Hung Kong Chau Island, the stranding of which we reported yesterday.

We learn to-day that when the salvage tug Henry Kewick came back into port last night, it was reported that the stranded vessel was 20 feet up on the rocks, heading S.E. There is 3½ fathoms of water under midships and eight fathoms aft, so that if the bow can be pulled off there is enough water to float the ship. The water in the No. 1 hold has risen to the level of the tween decks, whilst the No. 2 fresh water tank is salted. There are 200 tons of timber in the No. 1 and No. 2 holds, but none of this has yet been taken out.

The weather was fine yesterday and two unsuccessful attempts were made by the Henry Kewick to tow the vessel off. The wire tugs broke in each case. The 68 deck passengers were taken off and brought back to Hongkong by the tug last evening, but the live bullocks and pigs are still on board. There is plenty of water on the island and the Henry Kewick also put up supply of fresh water on board.

The Henry Kewick left harbour again this morning and a further attempt will be made to move the vessel at high tide this evening—six o'clock. Two big anchors will be laid some distance astern of the vessel and with the ship's winches pulling on these and the tug assisting there is a likelihood of her being moved. If this attempt does not succeed the tug will stand by until the morning tide, which is slightly higher than the evening tide, and make another effort. The No. 1 bulkhead of the vessel is intact, and it will be on the strength of this that the vessel will be salved, if possible. If the weather holds fine, there is every likelihood of the ship being brought safely into port.

#### SCOTTISH SONG.

#### MR. HEUGHAN AT KOW-LOON DOCKS.

On the invitation of Mr. R.M. Dyer, Mr. William Heughan, the noted Scottish singer, gave a concert at the Kowloon Docks last evening, when a goodly gathering assembled in the reading room to enjoy the musical treat provided. The programme consisted for the most part of Scottish songs, and it was chosen especially with a view to interesting the young people in Scottish song, the vocalist prefacing his solos with interesting explanations of their origin and meaning—an idea which was as much appreciated by the adults as by the younger members of the audience.

In addition to accompanying Mr. Heughan, Miss Gladys Sayer rendered a number of delightful pianoforte solos on an excellent Collard and Collard grand supplied by the Anderson Music Company.

At the conclusion of the concert, Mr. Heughan was given a rousing send-off, the audience singing "Will ye no' come back again?" as he left the Dockyard. Mr. Heughan and party left by the P. and O. liner Kasgar to-day in continuation of their world tour.

#### TO-DAY.

Closing Exchange 2s. 4. 13/16.  
Lighting Up-Time 7.08 p.m.  
High Water 7.2 s.m.  
Low Water 1.25 p.m.

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**HOUSE POSSESSION  
JUDGMENT.****NOTICES AND  
RECONSTRUCTION.**

Further interesting judgments  
dealing with the question of house  
possession were delivered by Mr. A.  
Dyer Ball at the Summary Court  
yesterday afternoon.

The first case was one in which  
possession of 409, Shanghai Street,  
was claimed by the landlord. Mr.  
Woo was for the plaintiff and Mr.  
J. T. Prior for the defendants. The  
agreed statement of facts was read,  
at the hearing of the case, and later  
it was argued in chambers.

His Honour in delivering his judgment  
said, the points for the court's  
decision was whether the notice was  
valid and entitled the landlord to  
possession.

He had had some doubt on the  
question of current notice and the  
exact nature of the reconstruc-

tion. He was satisfied the  
notice was valid in two respects, (1)

that he had already given a judgment  
holding that current notices were not  
invalidated by the 1923 Amending  
Ordinance; (2) he had

heard many arguments regarding  
the point of "exact nature" of the  
reconstruction intended and he was  
satisfied that when the intention was

to pull down the whole house and  
build another it was sufficient to say

in the notice that he intended to  
pull down and reconstruct.

In his opinion "the exact nature" did not  
mean more than an accurate description  
of the form of reconstruction to be  
undertaken. If it was complete  
pulling down all that need be said  
was "pulling down and rebuilding".

Intention of Legislature.

Apparently the intention of the  
legislature was that the tenant  
should know the exact nature of the  
reconstruction so that he could decide  
whether he was able dispute  
the claim for possession or not.

If the intention was to pull down  
a portion of the house then the land-  
lord should state exactly the extent  
of reconstruction he contemplated.

The recent decision of Mr. Justice  
Compton supported this view as  
in that case the landlord stated he  
was completely pulling down and  
rebuilding but it was proved he was  
going to leave the party wall.

The ordinance required the "exact  
nature" and not "exact particulars"  
and therefore it was not necessary  
to attach a plan though the offer  
of inspection of the plan would be  
evidence of the lessor's bona fides.

In the present case he was satisfied  
the intention was to pull down  
entirely and rebuild and he con-  
sidered the wording of the notice  
sufficient and that it was valid in  
that respect.

He entered judgment for plaintiff  
with costs and granted an order for  
possession.

On the application of Mr. Prior  
His Honour granted a stay of  
execution pending the result of an  
appeal in which the question of cur-  
rent notices was effected.

Wing Lok Street Case.

A second judgment concerned  
claim for possession of 2, Wing Lok  
Street, and a cross action by the  
tenant claiming damages on account  
of certain scaffolding erected in  
front of the premises by the land-  
lord.

Mr. Armstrong appeared for the  
landlord, who at the hearing was  
represented by Mr. G. Potter, Esq.,  
and the tenant by Mr. E. S. C.  
Brooks.

In dealing with the possession  
claim first His Honour said he had  
decided in an earlier judgment the

**PRIVATE COURT  
MARTIALLED.****BREAKING OUT OF  
BARRACKS.**

A Court Martial was held at  
Murray Barracks yesterday morning,  
the accused being Private Sidney  
Wilfred Frederick Arnold, East  
Surrey Regiment, who was charged  
with breaking out of barracks on May 24th  
and absenting himself without leave  
from the revue on May 24 till  
12.45 p.m. on May 27.

Bl. Major M. T. C. Gregwood,  
R. G. A., presided and the other  
members of the Court were Capt.  
D. S. Hey, 2/4 Bombay Grenadiers  
and Lt. D. J. Alltree, East Surreys.  
Lt. G. W. Kennedy prosecuted  
and Lt. E. J. Cooper appeared  
as the prisoner's friend.

Lie. Cpl. Moore (company orderly  
sergeant), Pte. T. Ward (company  
orderly corporal), Corp. T. Thorne  
(company orderly sergeant), Pte. T. Grant  
(regimental policeman) and Lie. Cpl. G. Matthews  
gave evidence as to the defendant's  
absence whilst undergoing punishment  
(confinement in barracks). Lt. Kennedy  
produced the defendant's records  
which showed that Arnold had absented himself on six  
occasions since enlistment, the last  
two being within the last twelve  
months. Accused admitted in a  
written statement to the Court  
he was found guilty and sentence  
will be duly promulgated.

**MONEY FOR HIS TOMB.**

Mr. John Andrus, who is rated as  
one of America's richest men,  
has ordered the construction of a  
mausoleum to hold his remains at  
an estimated cost of more than £70,000,  
thus surpassing the mausoleum which William  
Rockefeller built at an estimated cost of £50,000. It was suggested  
to Mr. Andrus that the money could more appropriately  
be used for purposes of education,  
religion, and the fine arts, but the  
millionaire replied that a man's  
burying arrangements were his own  
affairs, and since he had been extremely thrifty in life,  
always using the "tube" to and  
from business, instead of a  
motor-car, he thought he might be  
a trifle extravagant in death.

**Intention of Legislature.**

The other point in the case was  
whether the exact nature of the  
reconstruction was sufficiently set  
out. He was satisfied it was and  
thought the plaintiff was entitled to  
succeed. He entered judgment for  
him with costs—payment of rent  
and possession. A stay of 14 days  
was granted.

On the claim for damages he said  
he had had opportunity of inspecting  
the premises and he found that  
what was said to be scaffolding was  
not so at all. Certain scaffolding  
poles were placed in front of the  
shop but were removed and stacked  
alongside the house. This partially  
obstructed a door way.

The sole question was whether  
the action amounted to trespass.  
The law was that the slightest crossing  
of the boundary constituted a  
trespass.

The landlord had contended that a  
landlord would not be trespassing  
if he put up scaffolding for the  
purpose of painting the house. The  
authorities appeared to oppose that  
view. The landlord had no common  
law right to enter the premises for  
any purpose whatever.

He therefore thought there had  
been trespass in this case but as  
the tenant had suffered no material  
injury thereby he could only give  
him nominal damages, £10 and costs.

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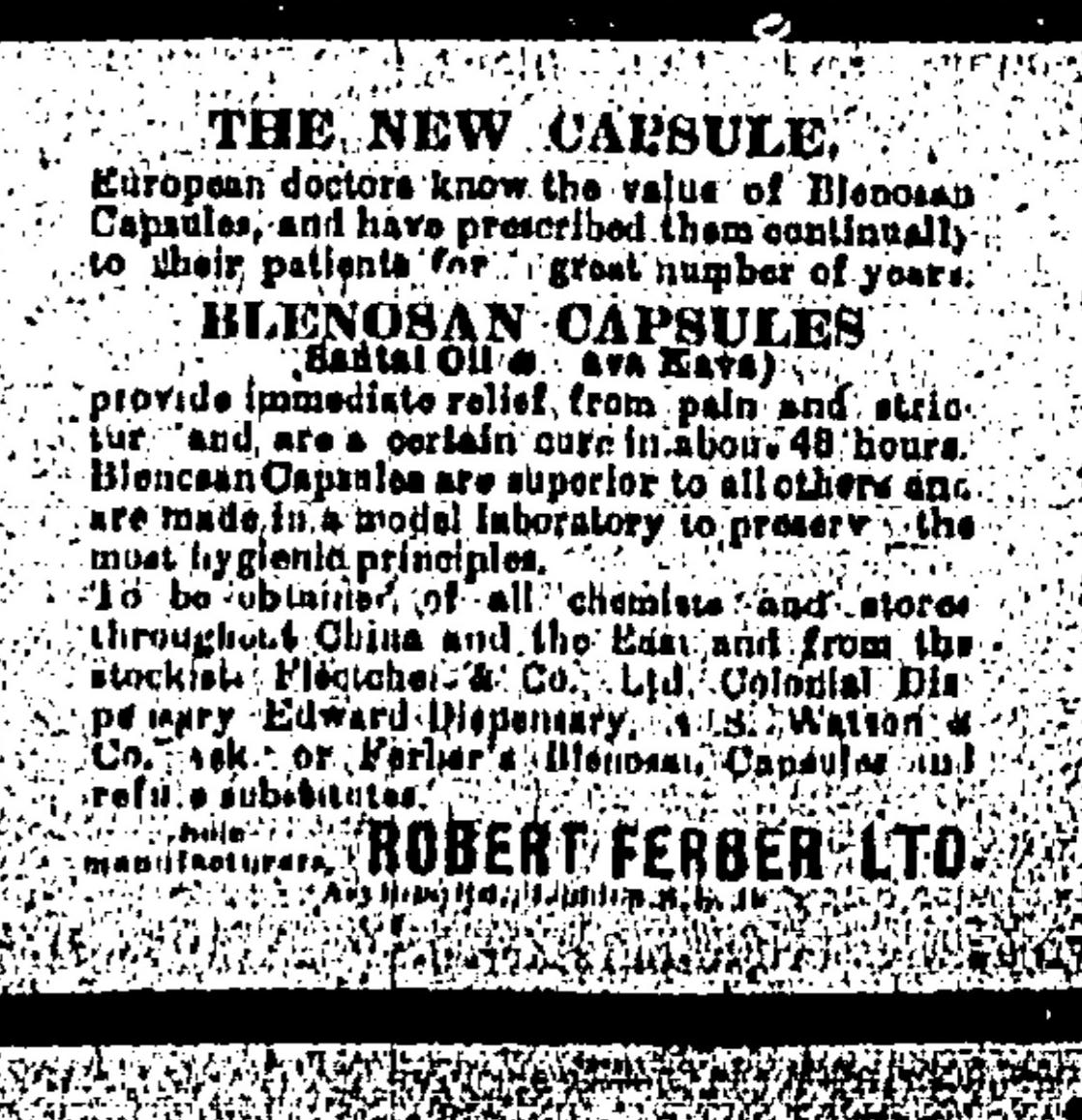
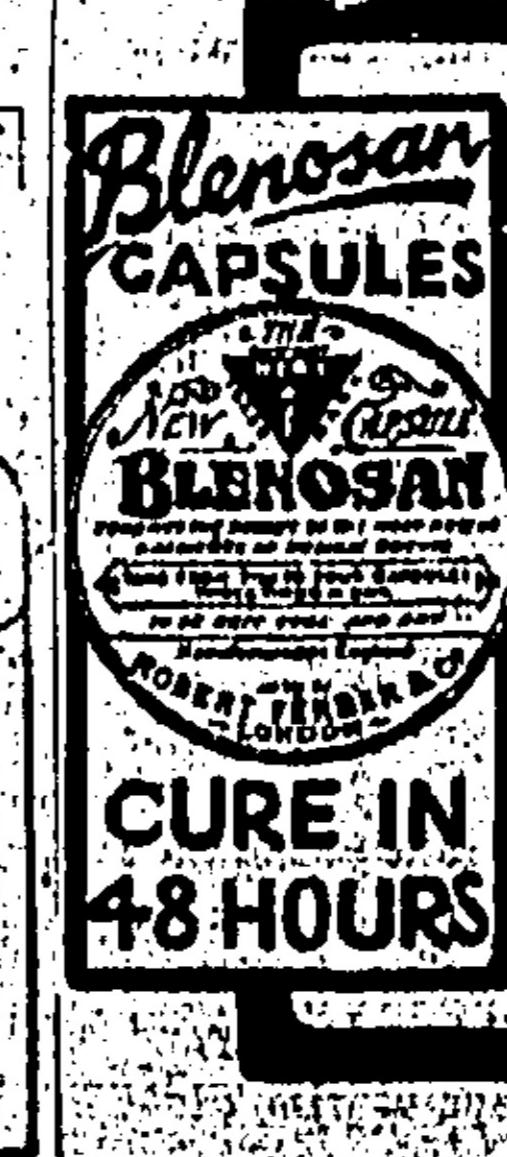
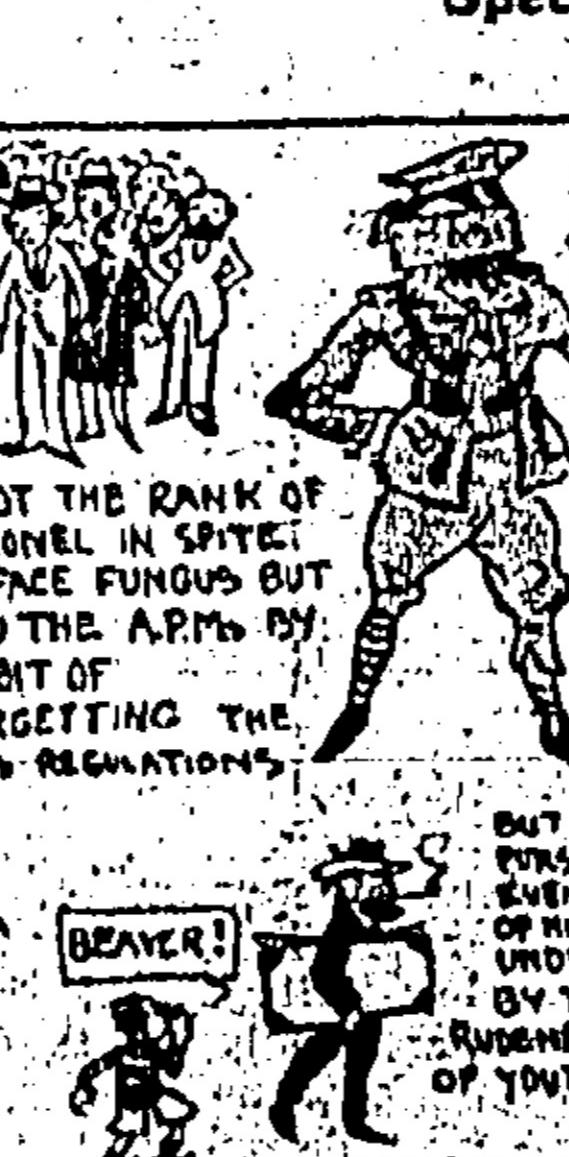
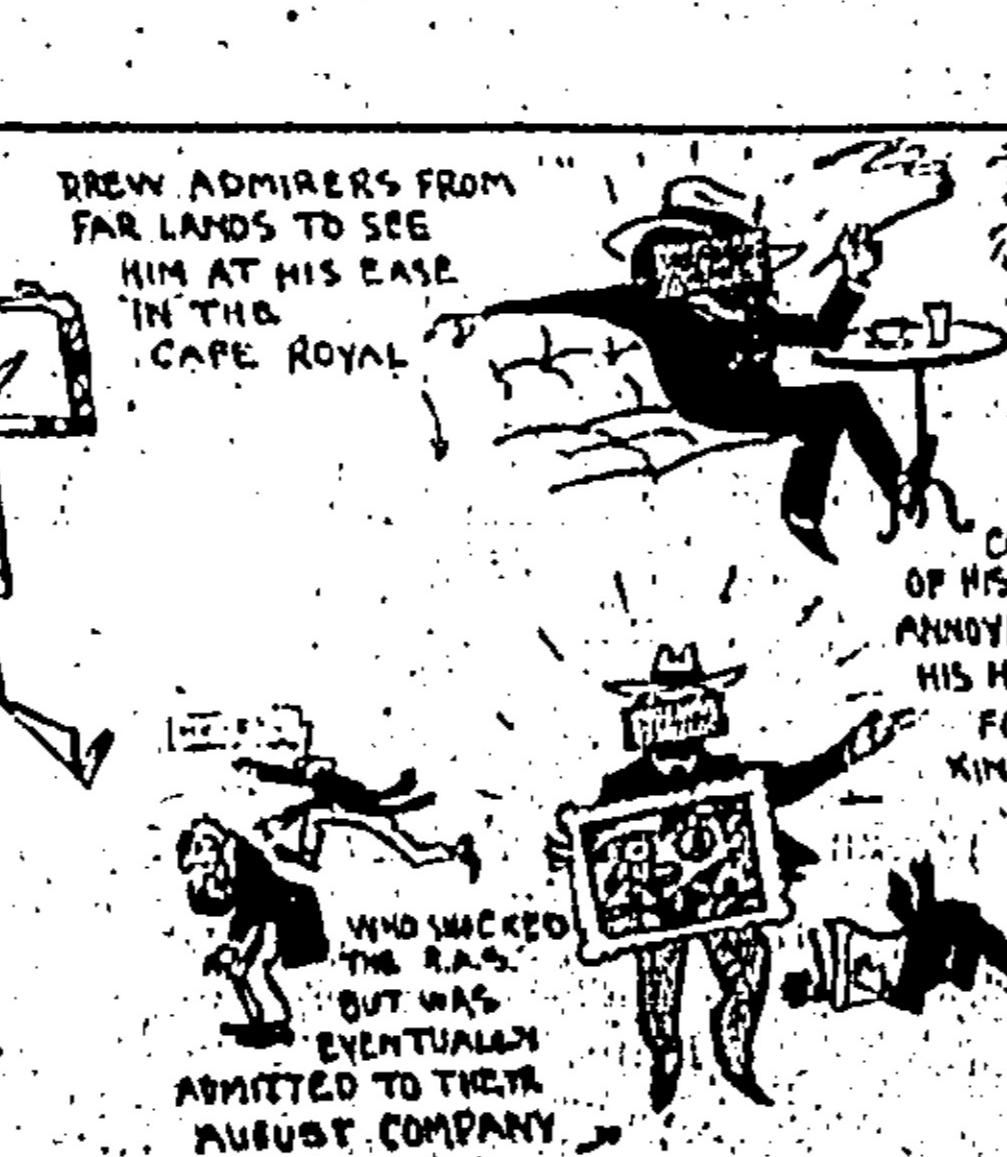
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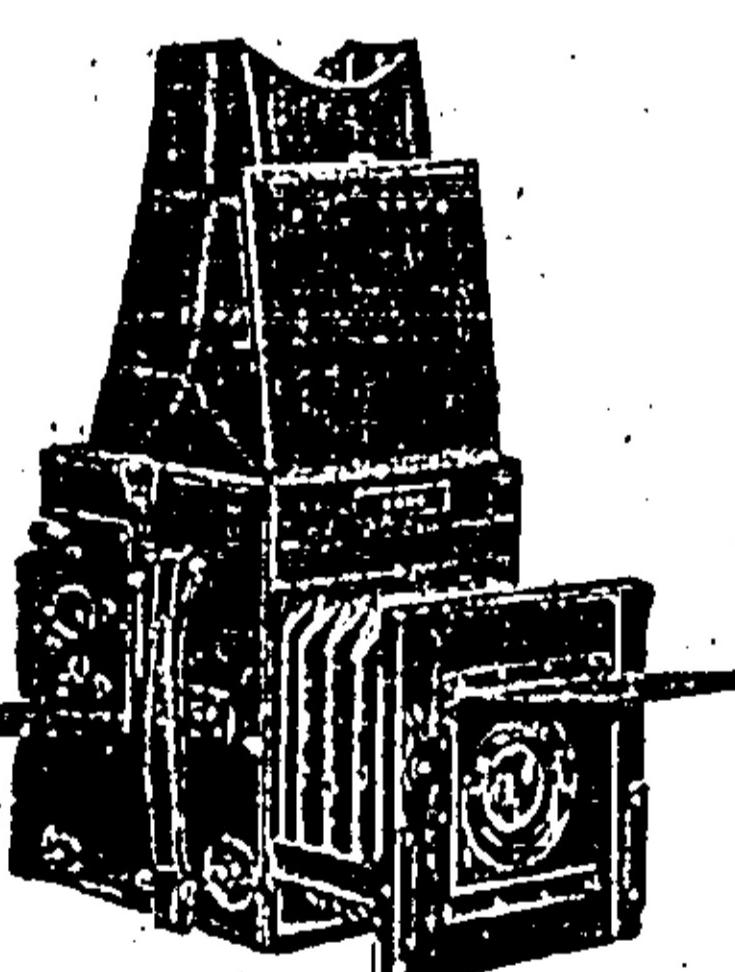
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**RENTS CASE.**

**ALLEGED MALA FIDE ACT.**  
Before Mr. B. E. Lindell at the  
Magistracy yesterday afternoon  
Cheng Hing-ping and Kwan Wai-  
ip, landlords of 161 Queen's Road  
East, appeared on a summons  
alleging that on the 3rd. June they  
induced the tenants of the house to  
quit without notice by pulling  
down the roof and generally  
demolishing the building.

Mr. M. K. Lo prosecuted and  
Mr. D. McCallum defended.

Mr. Lo said the facts were that  
No. 163, belonging to another  
owner had been completely pulled  
down, the demolition involving the  
party wall separating 163 from 161.  
This wall had now been rebuilt up  
to the first floor level. Though the  
usual practice in these cases was to  
shore up the side of 161, nothing  
had been done. The tenants of the  
ground floor of 161 had lived in the  
house for 12 years, while those on  
the upper floors were also old  
tenants. On 17th or 18th May a  
man named Lo Yik-kei, who  
represented himself as a friend  
or agent of the first named, spoke  
to the chief tenant of the ground  
floor, a master bather, telling  
him that the landlord wanted  
to pull down his house and asking  
how much compensation he desired  
to vacate without notice. The bather  
refused to entertain the suggestion  
as he had no alternate accom-  
modation. He maintained the  
same attitude at a subsequent inter-  
view with the same man on the  
21st. May, at which the first  
defendant was also present. On this occasion the overtures  
were made by the defendant. On  
May 31st, a building contractor  
spoke to him about compensation,  
which he again refused. On June  
2nd, accompanied by the con-  
tractor and Lo Yik-kei, the bather  
saw the first defendant, who said  
to him in connection with his  
refusal of compensation: "Don't do  
hereafter, now that you have  
refused compensation, I shall  
simply carry on in my own way."  
Mr. Lo said that when the rent  
in respect of the ground and first  
floors was collected on June  
1st, no mention was made  
about the demolition or the  
alleged dangerous condition of the  
premises. On the morning of June  
3rd, the whole roof was taken  
down. Prior to this the stairs  
leading from the first to the second  
floor had been removed, while  
some of the steps in the lower  
flight had also been dismounted.

Tenants Scared off.

With regard to the second floor  
Mr. Lo said the occupants had  
removed their valuables for fear of  
damage in view of the demolition  
of the party wall. The landlord  
quartered his servants on that floor,  
which was turned into a carpenter's  
shop—so the workmen could  
do anything they wanted to  
drive the tenants away. The  
occupants of the second floor com-  
plained to the Secretary for Chinese  
Affairs that the landlord refused to  
accept the rent. The defendant  
was sent for and, despite the  
persuasions of the S. P. A., still  
refused.

Mr. Lo said the pulling down of  
the roof was a *mala fide* act. The  
landlord had no right to do it as the  
tenants had received no notice to  
quit. On the 3rd. June, when the  
roof was demolished, the first  
defendant was present, encouraging  
and urging the workmen to do the  
work expeditiously.

Outlining his defence Mr.  
McCallum said the pulling down  
of the party wall left the  
whole of the side of 161 exposed.  
Mr. Webster, architect, who  
inspected the premises, considered  
the building dangerous, told the  
tenants so and ultimately gave  
instructions for the roof to be  
removed, justifying his action later  
by applying to the Public Works  
Department for a demolition permit.  
The P. W. D. went further, and condemned other parts of  
the building. The question was how far  
the defendant was liable for  
the act of his agent, and how far  
in doing that act the agent was  
justified. The defendant thought  
the building was dangerous not  
only to the tenants but to the  
public.

That this precaution was not  
taken, and the fact that the godowns  
used for storing these commodities  
were not licensed, manifest negli-

**THE SHAMSHUIPO EXPLOSION.****JURY'S VERDICT.**

The enquiry into the deaths of the  
four Chinese, who lost their lives  
in the Shamshui Po explosion of the  
13th March, was resumed by Mr.  
E. W. Hamilton and the jury com-  
posed of Messrs. K. M. Fetterly  
(foreman), Wong, Cheekkwong and  
Li Ping, at the Kowloon Magistracy  
yesterday afternoon.

Prior to the Coroner summing up,  
Mr. Leo d'Almada, who watched  
the proceedings on behalf of the  
Kwong Wah-hing Company, addressed  
the jury. There was no doubt  
from the evidence that death was  
due to the explosion, but what they  
were to find was how the explosion  
was caused. Mr. Lubatti had told  
them different ways in which the  
fire might have been caused and also  
said that the only negligence  
on the part of any person was the  
mixing of potassium chlorate with  
sulphur. Mr. Packham had said  
that prior to the explosion he him-  
self would have stored both stuffs  
together, and the way in which the  
coolies had transported the powder  
from the godowns to the junk was  
also what Mr. Packham had told  
the court he would have used.

**Responsibility?**  
Also, after the goods had been  
taken outside the godowns the  
responsibility did not lie with his  
clients. It was a common mer-  
cile practice to sell goods ex-  
godown. As far as the Kwong Wah-  
hing were concerned, they were in  
no way to be blamed. The was no  
regulation that chlorate of potash,  
sulphur and saltpetre were not to  
be kept in the same godown. There  
was only a regulation that people  
who have such goods should have a  
permit.

If the explosion had occurred in  
his client's godown then they could  
be held responsible and might  
have been found guilty of  
negligence. The question of  
having no licence for storing the  
goods was not a point for the jury.  
The Company had already been  
summoned for that offence. Mr.  
d'Almada added that outside of  
the family there was nobody more  
sorry for the deaths of the deceased  
than his clients were.

The Coroner summing up, said  
that it was a case in which nearly  
every point connected with it  
was covered by the evidence and  
the jury would have no difficulty in  
arriving at a verdict. He was of  
the opinion that the fire had started  
on the piazza wall, where there  
was a mixture of sulphur and  
potassium chlorate. The latter by  
itself was not dangerous, but the  
mixture of the sulphur made it differ-  
ent. As regards the question of re-  
sponsibility he was not quite sure if  
he agreed with Mr. d'Almada. When  
selling anything dangerous, there  
was a certain amount of responsi-  
bility. The jury were not asked to  
return anything as regards the  
godowns not having a licence, un-  
less they thought that the fact that  
they had no licence might have  
contributed to the explosion. The one  
sole thing that they had to consider  
was if there had been any negligence  
on the part of the firm.

**The Verdict.**  
The jury returned the following  
verdict and riders: That the deaths  
of the persons were caused by an  
explosion of chlorate of potash com-  
bined with sulphur and saltpetre in  
lighter which had loaded these  
commodities on the 13th March.

The first rider added was: That  
the explosion would have been  
avoided had either the vendors or  
the buyers taken the precaution to  
ascertain the nature of the com-  
modities in which they were trad-  
ing; and had they exercised the pro-  
per care such knowledge would have  
prompted.

That this precaution was not  
taken, and the fact that the godowns  
used for storing these commodities  
were not licensed, manifest negli-

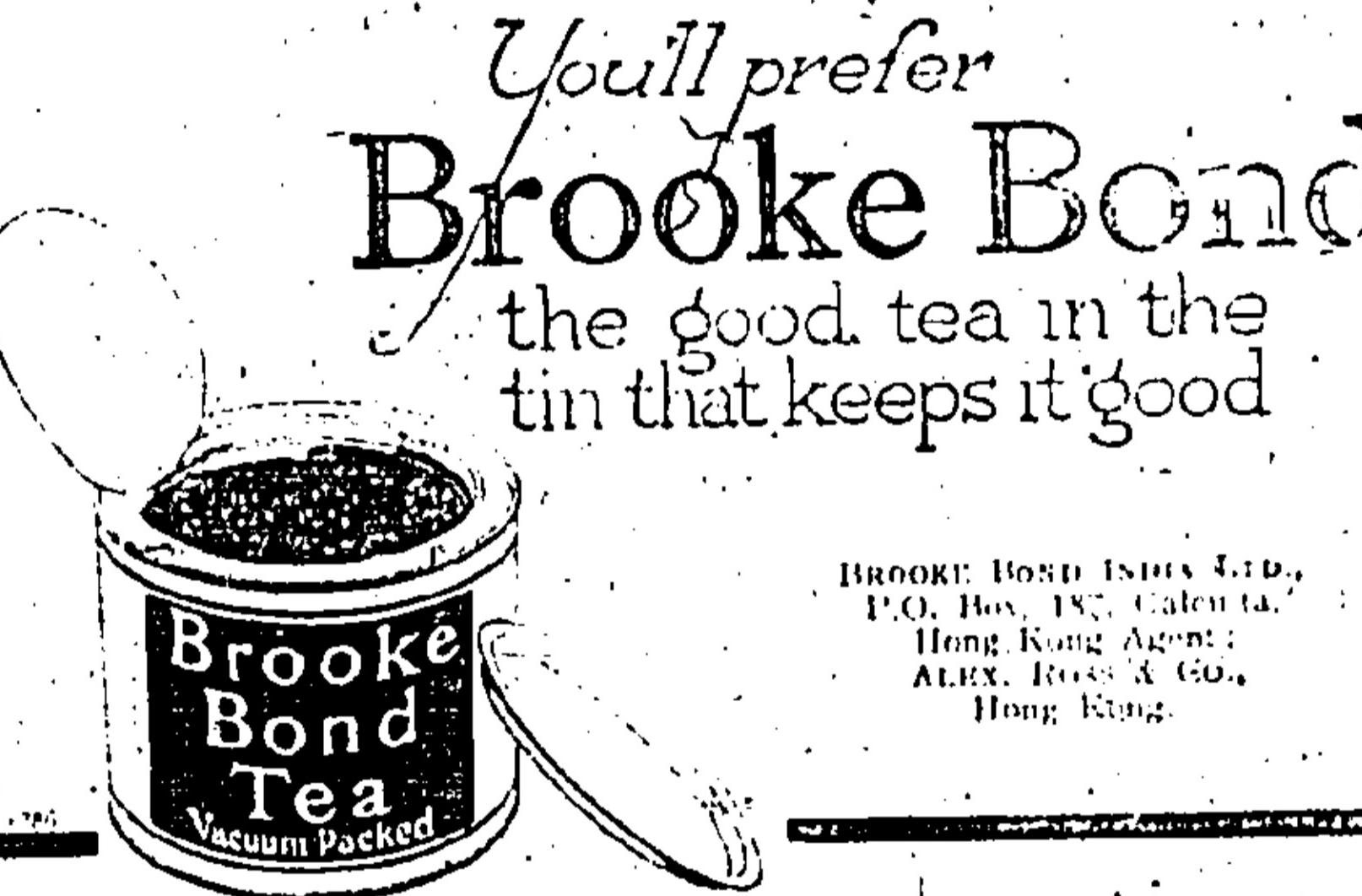


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MANY and many a time, we  
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Where is the man or woman in this  
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	Part 1—(a) Adagio; (b) Allegro (First Half)
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L 1546	Part 3—Andante Cantabile (First Half)
	Part 4—Andante Cantabile (Concluded)
L 1547	Part 5—Menuetto—Allegretto (First Half)
	Part 6—Menuetto—Allegretto (Concluded)
L 1548	Part 7—Molto Allegro (First Half)
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**FOR SALE.** — One Willy's Knight Motor-Car. Sound Condition. Owner using at present. Trials granted. Apply Post Office Box 440.

## NOTICE OF REMOVAL

**WE** have THIS DAY REMOVED to No. 10, Des Vaux Road Central (1st floor of The Bank of East Asia.) CLARK & IU. Architects & Civil Engineers. Hongkong, June 10th, 1924.

**NOTICE.** We beg to inform you that Mr. L. Ashcroft has taken up his position as Resident Secretary for the Division of South China of this Company as from the 8th of June, 1924.

Mr. Ashcroft is authorized, in conjunction with the Manager, to transact the usual business of the Company for South China.

The Sun Life Assurance Company of Canada, 15, Queen's Road Central, Hongkong, F. M. WELLER, Manager.

L. ASHCROFT, Resident Secretary

## NOTICE.

HONGKONG SHARE BROKERS ASSOCIATION.

THE following are members of the above Association:—

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W. J. Carroll H. M. H. Esmail  
O. Kitchell Sou Kon Chi  
Yip Yung Pak Harry O. Odell  
F. M. L. Scarce Soo Poi Shao  
H. E. Edwards.

By order of the Committee,  
J. W. KEW,  
Secretary.

NOTICE.  
HONGKONG STOCK EXCHANGE.

THE following are members of the above Exchange:—

Abraham, E. Logan, W.  
Alves, A. A. Matheson, R. T.  
Bagram, J. T. Nissim, A.  
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Birkett, H. Postonji, R.  
Croucher, N. V. A. Potts, G.  
Ellie, E. E. Potts, P. C.  
Gould, Joseph, Raymond, E. M.  
Gutierrez, A. A. Silva, P. M. N. da  
Hough, T. F. Smyth, F. R.  
Lammert, Geo. A. Testor, P.  
Lammert, H. A. Kew Prod.  
By order of the Committee,  
A. NISSIM,  
Secretary.

## HUNGRY—YET AFRAID TO EAT!

Such is the plight of thousands.

They dread mealtimes, for they know that suffering will follow, they know that, diet as they will, digestive disorder is remorseless and it has them in its grip. The pity of it is that such suffering is quite unnecessary, as any doctor can tell you. A little Bisurated Magnesia, taken in water (or a couple of the tablets swallowed) will instantly neutralise the harmful acid which gives rise to the trouble, and thus prevent all possibility of discomfort. You'll suffer no more from stomach troubles or weakness of the vital organs if you go to the nearest chemist, get a package of this sure cure, and take as directed. Remember, a dose of Bisurated Magnesia will stop the worst attack of stomach pain *instantly*, and you've only to take the preparation for a very little while to feel a different person altogether—healthier, happier and brighter... See the oval "BISMAG" Sign on the wrapper when buying.

AND NOTICE IS HEREBY ALSO GIVEN that further Extraordinary General Meeting of the Company will be held at the Hongkong Hotel, Pedder Street, on MONDAY, the 7th day of July, 1924, at 11.30 o'clock in the forenoon, for the purpose of receiving a report of the proceedings at the above mentioned meeting and of confirming, if thought fit, as Special Resolutions the above mentioned resolutions.

The Transfer Books of the Company will be closed from Saturday, the 28th day of June, 1924, to Monday, the 7th day of July, 1924 (both days inclusive), during which period no transfer of shares can be registered.

Dated the 11th day of June, 1924.  
JOHN D. HUMPHREYS & SON,  
General Managers.

## NOTICE OF REMOVAL

All artists, all makes of records played with equal facility. An exclusive feature of The Brunswick.

DEMONSTRATIONS DAILY AT THE BRUNSWICK STUDIO 17, Ice House Street.

## A. S. WATSON AND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of A. S. Watson and Company, Limited, will be held at The Hongkong Hotel, Pedder Street, Victoria, in the Colony of Hongkong, on SATURDAY, the 21st day of June, 1924, at 11.30 o'clock in the forenoon, when the Subjoined Resolutions will be proposed as Special Resolutions.

1. That the authorised capital of the company (which is now) \$900,000, consisting of 90,000 shares of the nominal value of \$10, each of which the whole have been issued to be increased to \$1,500,000 by the creation of 60,000 additional shares of the nominal value of \$10 each such new shares (subject as hereinafter mentioned) to be issued at such time or times and in such terms and conditions in every respect as the Company's Board of Directors may think fit and to rank (subject as hereinafter mentioned) as from the date of allotment for dividend and in all other respects pari passu with the shares constituting the company's present capital.

2. That there he offered at par in the first instance to the members of the company, who, on the 7th day of July, 1924, are registered in the company's Register as holders of the said 90,000 shares one new share for every complete number of three old shares held by them respectively and so that on acceptance of the offer the nominal amount of \$10 due in respect of each of such new shares shall be payable as to the sum of \$5, part thereof, on the first day of November, 1924, and as to the sum of \$5, the balanced thereof on the 1st day of May, 1925.

3. That such offer be made by notice specifying the number of shares to which the member is entitled and limiting a time within which the offer, if not accepted by the member on behalf of himself or his nominee, will be deemed to be declined and that the Company's Board of Directors be at liberty to fix such time and (in case of shareholders whose place of address is not in Hongkong) to extend it to such date or dates as they may think fit.

4. That no shareholder shall be entitled to any offer of a fraction of an additional share in respect of any odd share or shares held by such shareholder.

5. That until such time as the new shares shall be fully paid up they shall vis-a-vis the said 90,000 old shares only rank for dividend in proportion to the ratio borne by the amount paid up thereon to the amount paid up thereon to the full nominal value thereof (\$10) thereof.

AND NOTICE IS HEREBY ALSO GIVEN that further Extraordinary General Meeting of the Company will be held at the Hongkong Hotel, Pedder Street, on MONDAY, the 7th day of July, 1924, at 11.30 o'clock in the forenoon, for the purpose of receiving a report of the proceedings at the above mentioned meeting and of confirming, if thought fit, as Special Resolutions the above mentioned resolutions.

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Direct from three months success with  
The Midnight Follies - Shanghai  
Also late of

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Starring Engagement  
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**CHARLES HOLT  
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DEPTH ON CENTRE OF  
SILL (H.W.O.S.T.) 34 FT. 6. INS.  
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ELECTRIC CRANE AT SEA WALL CAPABLE OF  
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Is Your Wedding Ring  
**BRASS**

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You will realize the  
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**WE ARE  
SPECIALISTS IN** taking  
**CHILDREN'S PHOTOS** while  
you look at the "Telegraph's" Picture Page (Saturday the 31st May) containing photographs taken by us of some Hongkong entrants for the British Empire Baby Competition.

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ALL KINDS OF  
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OF THE  
HIGHEST QUALITY  
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WINES  
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EMPERESS  
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The famous "Crane"

**WATERPROOF  
WRIST WATCHES**

in Sterling Silver and Gold  
Prices from \$22.50

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**MASSAGE HALL  
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Mrs. H. MORITA.

MR. H. SUGITA.

**LONDON  
PLAYGROUNDS.**

**New Scheme for White  
City.**

Complaint is again being made of the shortage of playing fields in London. Both the middle and poorer classes are involved. Sir Arthur Crosfield, in a letter to the Times, suggests the acquisition of the White City. At present the White City, although used from time to time, as now for the British Industries Fair, is not fulfilling its destiny. Sir Arthur Crosfield points out that tens of acres of tennis courts could be constructed there as required, with scarcely the use of a spirit level, so flat is this area of land; and those would provide accommodation for scores of clubs, who would be only too thankful to pay a substantial annual sum for it, great as would be the saving to them in time and expense; while the site is extensive enough to give ample opportunity also for the playing of cricket and football, of hockey and lacrosse, and other less exacting outdoor games like bowls and croquet. The scheme has attracted attention, but is said to be impracticable owing to its probable cost. The White City is an immensely valuable property, and the price which would have to be paid for it is believed to be far too high for the local authorities of London to consider. Some time ago a proposal was brought forward to buy a few acres for conversion into a playing field, and it was hinted that the price for these few acres would be about £50,000.

Particulars of another enterprise with same object are given by Mr. Basil Holmes, secretary of the Metropolitan Public Gardens Association, which is ever on the look-out for open spaces to preserve for the people's use.

FOR SOUTH LONDON.

Mr. Holmes says that his association has been for some time past in communication with the owners of a place for the playing of games, which would benefit the whole of South London—namely, Charlton Park, Greenwich, approximately 108 acres in extent, together with a Jacobean house and extensive outbuildings all in a very good state of preservation. A definite offer has been received of this estate for £60,000, holding good for two months. This has been placed before the Greenwich Borough Council, but Mr. Holmes adds that the greatest stimulus to the project would be help from private sources.

**NEAPOLITAN GHOST  
STORY.**

Runaway Boy and  
Mysterious Guide.

The following curious story comes from Naples. A little boy of six years old ran away from his home at Avorsa—about twelve miles from Naples—to escape from his stepmother, a woman of violent character who searched for him in vain, his father informed the police, and just before Easter Pasqualino was discovered at Naples with his grandmother. The old woman told how, a few days before, she had heard a knocking at the door, and, on opening, she had seen, to her extreme astonishment, her small grandson standing there alone.

"Who brought you here?" she asked.

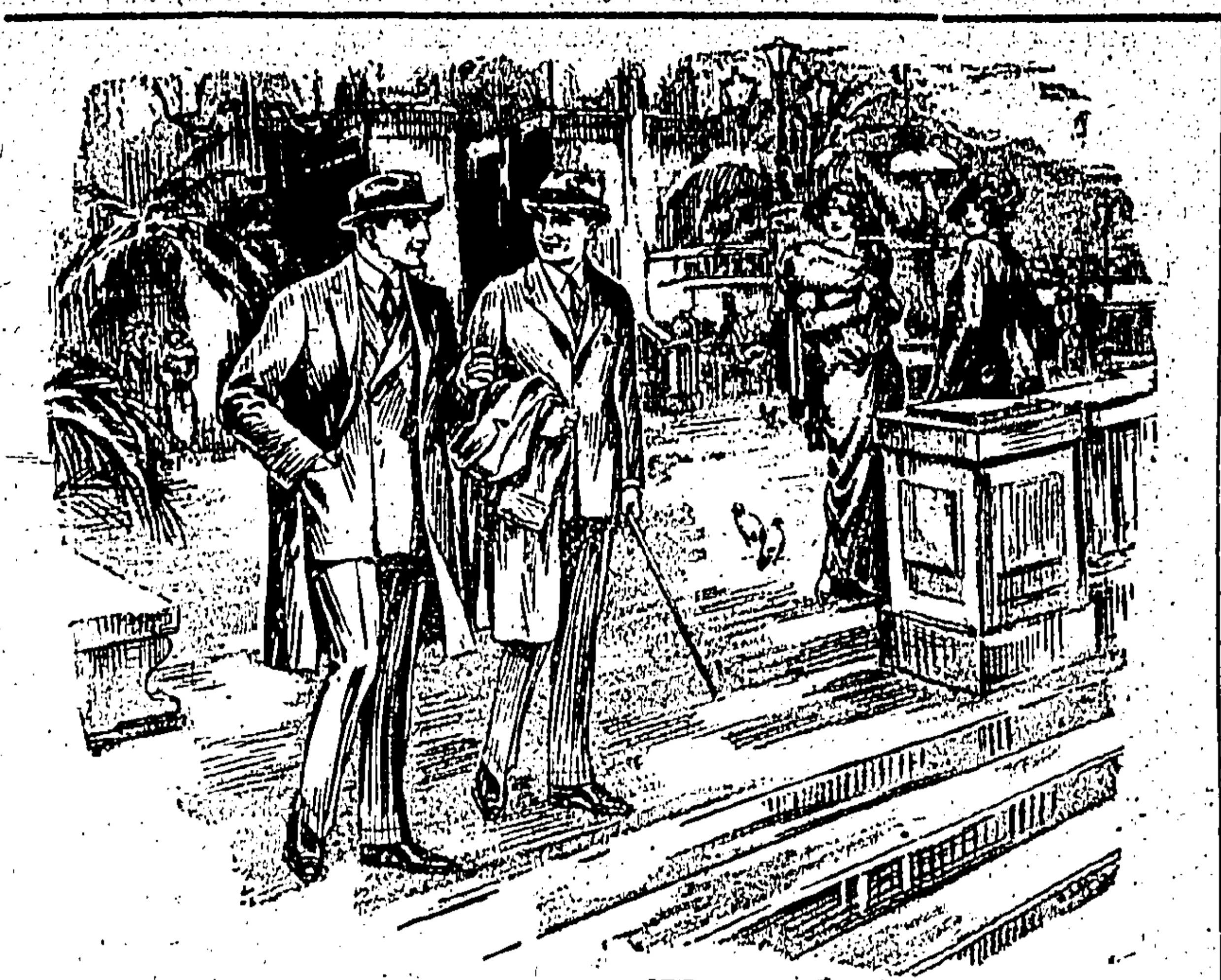
"A woman," answered Pasqualino.

"What woman?"

"I don't know," said the child; who then told his grandmother that he had run away because his stepmother beat him but had got frightened, not knowing where to go. While he was wandering about the streets of Avorsa a woman came up to him and took him by the hand. Without speaking, she lifted him on to the electric train that runs between Avorsa and Naples, holding him closely to her all the way. At Naples she led him to his grandmother's house, knocked, gave him a kiss and left him.

"Had you never seen her before?" asked the wondering grandmother.

"Never, but she was like that," said the boy, pointing to a photograph of his own mother that stood on the table—his mother who had died when he was only a few months old.



**I**N every branch of industry there is a PINNACE—something that stands out alone. This is the height we endeavour to reach in the execution of all orders placed with us—no matter how small—whether for a collar or a raincoat. We aim at PERFECTION.

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SEASON'S  
RAINCOATS**

Are now showing in many UP-TO-DATE styles. Our range includes such a choice of MATERIALS and SIZES that every taste and figure can be suited.

OUR

**RAINGUARD**

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at \$21.50

— is extremely light, (19 ounces)—wonderfully strong and will withstand the keenest test. (Other qualities \$16.50 and \$35.00, with or without belt.)

Agents for—

**BURBERRY**

and NICHOLSON'S

CELEBRATED RAINCOATS

These are in stock in all qualities  
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GABERDINES ..... ALSO \$42.50

RUBBEROID WATERPROOF..... \$18.50



**UMBRELLAS**

**"KELTIC"**

WATERPROOF

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EXTERMINATE THEM WITH

## BEETLE VIRUS.

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Chater Road.

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H.K.C. Central 1186.

### The Telegraph.

HONGKONG, 14th June, 1924.

### PORT DEVELOPMENT.

The projected construction of a big berthing quay at North Point, particulars of which were published by us yesterday, marks an important advance in the development of this port. It is many years since commercial men first commenced to look around for an addition to the present harbour facilities; for it was long ago realised that this is a constantly expanding trade and shipping centre, and that the time can not be far distant when such accommodation as we have will prove inadequate. There have been many faults committed by shortsightedness in the past which are glaringly evident now, and the loss of a valuable stretch of foreshore where the railway runs at Kowloon is one of these. Narrow streets, badly planned housing, and other evils have to be put up with as best we can, but the delay in carrying out harbour works is not defensible, as it affects the very life of this place. The Colony has the money, and there is the power to spend it, and advisers have not been lacking as to the best methods of laying out this expenditure, but it seems nothing definite has yet been planned by the authorities. So now, when we find private enterprise stepping in, we cannot but rejoice at this evidence of commercial progressiveness.

Last year the public had an opportunity of studying the great Hung Hom Bay scheme submitted by Sir Maurice Fitzmaurice, which had a good deal to recommend it, but meant a tremendous expenditure and vast labour. As far as the public know, the Government has not definitely turned that project down, but authoritative pronouncements on the matter have not been forthcoming. Then there was the excellent wet dock scheme of Captain Davison. There has been some speculation as to whether the funds accumulated through wartime shipping control, and apparently earmarked for port development, will be used towards the Fitzmaurice scheme or for some other plan, but the Government has not disclosed to enquirers what its intentions are. We can only trust that harbour development work is not going to be left entirely to private capital whilst, at the same time we welcome the signs of a healthy

### AMERICA'S TRADE FIGURES.

Washington, June 13. It is reported here that the Japanese have concluded an agreement at Mukden whereby, without the permission of the Peking Government, the Japanese will be allowed to construct a branch railway from Tsingtao to Ziliakar, enabling them to dispense with the Chinese Eastern and Ussuri Railways. Reuter's American Service.

MOSCOW, June 13.

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### DAY BY DAY.

IT IS MUCH MORE IMPORTANT NOT TO BE A DAMNED FOOL THAN TO HAVE MUCH TALENT.—Mr. Bernard Shaw.

A Router's message from Bombay states that the monsoon has burst.

Newchwang has declared Canton in quarantine, says a Harbour Office notification.

On June 30th, Inland Lot 2487, near near Broadwood Road, is to be sold by auction. The area is about 29,000 square feet and the upset price \$9,470.

As a result of a shock received by accidental contact with an electric wire at Third Street, a boy was taken to the Government Civil Hospital yesterday.

It is notified that the Kung Yik Bank, Limited, will be struck off the Companies Register, if it fails to obtain a certificate to commence business within two months.

The following forthcoming wedding is announced: Mr. Frank Ronald Smyth of Vernon and Smyth Company to Miss Edith Gibbons of the Holona May Institute.

The master of the Blue Funnel boat Philibetor reports the death on June 4th of Lin On-ark, a Chinese deck passenger. Death was due to senility and cardiac failure.

His Excellency the Governor has appointed Dr. R. E. Gill to be a member of the Dental Board vice Dr. George William McKeon; Dr. A. W. Shovelton to be a member during the absence from the Colony of Dr. Frederick Thompson.

A slight local earthquake shock was felt in the Colony yesterday afternoon. It was more apparent in Hongkong than Kowloon, for at one local office the tremors were distinctly felt and pictures on the wall were noticed to be moving.

A Chinese employed in the parcels department at Messrs. Wm. Powell's was charged before Mr. R. E. Lindoll, at the Police Court this morning, with the theft of a couple of woollen singlets. He was remanded, Mr. Loo D'Almeida appearing for the defence.

It is notified that H. E. the Governor permits Mr. William Kerr, of 15, Stanley Terrace, Quarry Bay, to use and publish in the Colony for a period of nine months from the 12th June, 1924, an invention for "improvements in and relating to steam separators and the like" without prejudice to the Letters Patent to be granted for the said invention.

We are glad to announce (says the *Canton Gazette*) that Mr. Liao Chung-kai is again appointed Governor of Kwangtung. The appointment was made yesterday by the Generalissimo, who accepted the resignation of Mr. Yang Shu-kam, the retiring Governor who left Canton a fortnight ago. Mr. Liao who occupied the post before, is a man of wide experience, and well qualified for the position as chief of this progressive province.

The second title of "The Silent Voice," the big feature film which comes to the Coronet Theatre this afternoon for the first time, is "The Man Who Played God." This striking title has been chosen not simply for effect but because it conveys the spirit of the picture. The famous stage actor Mr. George Arliss takes the leading role and invests it with all the subtle skill and strong personality that have made him great. With the staging and filming worthy of the theme the acting, "The Silent Voice," represents a remarkably fine picture indeed.

JAPAN IN CHINA.

### New Railway Project.

MOSCOW, June 13.

The local person who opposes Sunday bathing wants to take the "bath" out of Sabbath. It would be all to the good if novelists' hero, who walked up and down a room with his hands behind his back, thoughtfully reading his beloved's letter,

## Bulls and Inners

From the Office Butts.

The O. B. I. (avec banana) is this week bestowed on the Honourable Mr. P. Hobson Holyoak for conspicuous consistency in having twice referred to the Alice Memorial Hospital meeting to the Rev. Dr. T. W. Pearce as "Dr. Wells."

These recent weddings remind us that the average man swears to love before marriage and loves to swear afterward.

Any Government servant can take a day off. It's the putting it back where the trouble comes in.

"When is a house a new house?" You can always tell by the rent.

We should say that the habit of drinking hair tonic in the States would probably produce tanned tongues.

Hongkong Central is a bad place for ladies getting lost—in love.

At a recent prize-giving we didn't notice any medals for beat walking.

One advantage about waiting outside a shop for your wife is that you don't have to speak to her for several days after.

A Shanghai editor says he set up a canteen in his office to keep the reporters from straying into outside bars. Looks as if newspapermen thirst for more than knowledge.

We wonder what an extraordinary meeting of the Marine Engineers' Guild would be like?

The compositor who first set up the heading "Dugs and Blighters" instead of "Tugs and Lighters" must have been thinking of home.

Judging from the number of planks, the U.S. party platform should soon be ready for approval.

New Definitions:—A home is a place to which you telephone from the Club to say you won't be back to dinner.

Some of these chauffeurs when they hit a building would have the nerve to say it was on the wrong side of the road.

Dr. Sun wishes to settle the personal machinery affair on fair and just terms. He must still fool weak.

Some of those buses are very upsetting.

One of the troubles of being a poet is that, even four hundred years after, they're up to hold it against you.

One of the troubles of being a poet is that, even four hundred years after, they're up to hold it against you.

Mr. Grindell Matthew's new "ray" has been called the "Flying Death." We've known it for years, but called it the motor car mouth.

American prohibition agents recently found several illicit stills in a gaol. Prison "bars."

We can only suppose that the reason for so longer skirts is that the calf is growing up.

Motor Hint: A hollow cough indicates an empty patrol tank.

Our objection to the new serum which prolongs life is that it also prolongs the agony of making both ends meet.

We can only suppose that one of the reasons why more people are not killed while flying, is that aeroplanes don't hold enough.

The best thing to cure sleeping sickness is an alarm clock.

"India is manufacturing Bolsheviks," says a newspaper. A new kind of native Hindoo, we suppose.

The next thing, they'll be teaching aeroplanes to eat worms instead of gasoline.

The rain falls on the just and the unjust, especially at week-ends.

Lounge lizards will be interested to hear that lizard skins are to be used in the latest men's footwear.

"A slender girl shows the new fashions best," says a ladies' journal. A slender purse naturally follows.

"When the deceased marched into the charge room with his rifle at the slope, witness was writing and so was the deceased."

reports a Singapore paper. This rivals the performance of the lady novelist's hero, who walked up and down a room with his hands behind his back, thoughtfully reading his beloved's letter.

If some of our hard drinkers would take soft folk, they wouldn't be so tough.

Canton is taxing her pawnshops. One redeeming feature, of course, is the ticket.

Maybe the Rents Ordinance is a farce, but the lawyers get more fun out of it.

The local person who opposes Sunday bathing wants to take the "bath" out of Sabbath.

It would be all to the good if novelists' hero, who walked up and down a room with his hands behind his back, thoughtfully reading his beloved's letter,

# FEATURES FOR

# THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 14th JUNE, 1924.

## CANADA'S MOUNTED POLICE.

Selected Men at British Empire Exhibition.



CANADIAN MOUNTIES AT BRITISH EMPIRE EXHIBITION

With fifty years of glorious record to their credit, the Mounties of Canada, as the Royal Canadian Mounted Police are popularly termed, are still going strong. From a small organization of 300 men, who assembled in Winnipeg in 1870, for the protection of settlers and to maintain order, they grew by 1916 into a famous army of 1,231 troopers.

No social event in Canada is considered complete without the attendance of at least a squad of these Mounted Police. They were in evidence at many of the receptions tendered the Prince of Wales during his tour of Canada in 1919. The post at Regina put on a show bestowal medals of honour on various members for distinguished service. He was made an Honorary Colonel of the organ-

ization and, as he is also President of the British Empire Exhibition, it is quite fitting that a detail of Royal Canadian Mounted Police should act as guard at the Canadian Government and Canadian Pacific buildings in the Overseas Dominions' section.

This detail is under the command of Inspector C. H. Hill of the Lethbridge Station, Alberta. He is of Australian birth, was educated in England, went to Canada in 1908, was twice wounded during the Great War, and is typical of the men taken into the service, being 6 feet, 3 inches in his stocking foot. Six of these men were born in Canada, two in England, one in Australia, and one in Belgium.

PRINCE OF WALES DECORATING ROYAL CANADIAN MOUNTED POLICEMAN

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## SPORTS PARS.

### Interesting World Items.

Contracts have been entered into for a ten-round boxing contest without decision between Carpenter and Tom Gibbons at Chicago on July 4.

The New Zealand Cricket Council is endeavouring to arrange for the English cricket team which will tour Australia next season to visit New Zealand on their way home and play two or three matches there.

A baseball match has been arranged between England and Wales for Wembley on Monday July 21, the teams being chosen by the English Baseball Association and the Welsh Baseball Union. Baseball in England is confined chiefly to the Liverpool district and in Wales to the southern portion of the Principality. The rules are different from those of the American game.

Nine acres of playing fields have been acquired at Oatley Park for the use of members of the St George's Branch, British Legion. In addition to cricket pitches, there are three tennis courts and ample space for athletics. There is pavilion and dressing accommodation and attractive fixtures are being arranged.

Harry Stokes, the well-known trainer of boxers, has been ill and operated upon for gastric trouble. In the Metropolitan Hospital he is now getting on very well, although living on "baby food." This reminds me that Jim Driscoll had to go through the same bother a little while ago; but he told me with great glee the other day how he had got through a lobster mayonnaise with much relish and no inconvenience. Fancy fellows like these having stomachic troubles!

The current issue of "American Lawn Tennis," the official organ of the United States L.T.A., contains a picturesque account of the part played by President Coolidge in the making of the Davis Cup draw at the White House Washington. Cards were made out for 21 challenging nations, and the President, having drawn the first card, handed it to Mr. Dwight Davis, the donor of the cup, who played for America against the British Isles in the first Davis Cup tie in 1900. The card bore the name of Ireland, a remarkable coincidence, seeing that the draw was made on St. Patrick's Day.

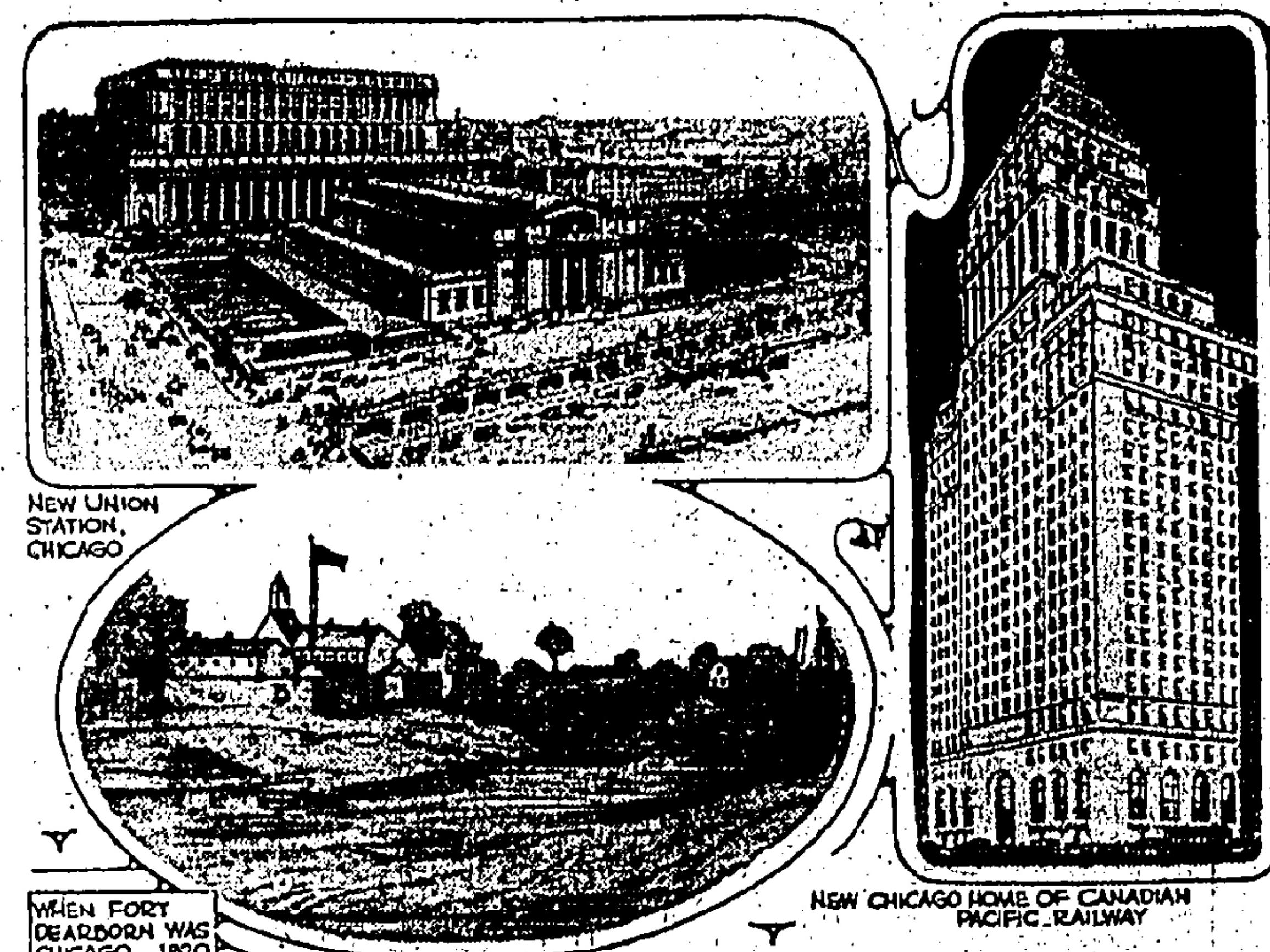
The English tour of a Californian Rugby team now in progress is one of the romances of sport. Years ago so many fatalities occurred in American football in California that the educational authorities forbade the game. A commission of Varsity undergraduates was sent to Australasia to study Rugby, and California and Standford Universities decided forthwith to play it. A tour in the motherland of sports has been the dream of California's Rugger men from the beginning.

Nuneaton Rugby F. C. have just completed one of the best seasons on record. They have scored 486 points against 126, won 27 matches, lost 7, and drawn 3. Frank Wood again headed the list of the scorers, with 19 tries, 4 dropped and 1 penalty goals. Iver Davies, the Neath winger, although playing in only a few matches, scored 15 tries, his work in cup-ties being particularly dangerous.

The question of whether half-backs should score goals is one often debated, and James Martin, the left-half of Portsmouth, is a player who is ready to answer in the affirmative. He has found the not 10 times in League engagements. Perhaps the greatest half-back goal-scorer of modern times, however, is Arthur Grindell of the Spurs, who manages a few each season, and who actually did 24 times from this position in the 1922-23 season.

## THE GROWTH OF CHICAGO.

Facts About a Big Railway Centre.

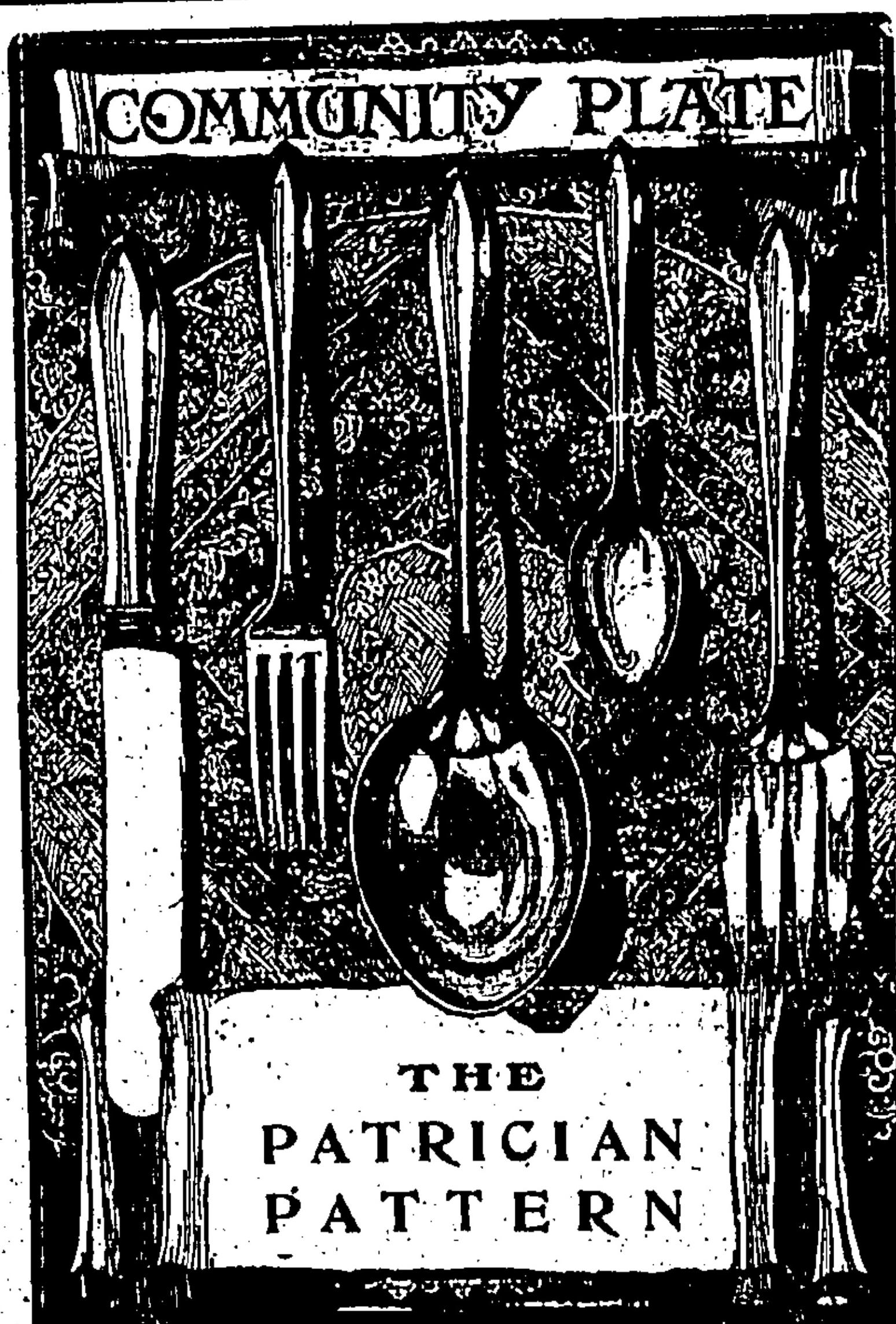


## COMMUNITY PLATE

THE  
FAMOUS  
TABLE  
PLATE  
GUARANTEED  
20 YEARS.

STOCKED  
IN  
FOUR  
PATTERNS:  
PATRICIAN  
GEORGIAN  
ADAMS  
AND  
EXETER

COMMUNITY  
PLATE  
IS SOLD  
IN  
DOZENS  
1/2 DOZENS  
AND  
1/4 DOZENS



INVEST  
IN  
COMMUNITY PLATE  
AND MAKE YOUR TABLE THE TALK OF THE COLONY

Agents:

**LANE, CRAWFORD LTD.**

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"The Machine you will eventually carry."

Sole Agents:

**DODWELL & Co., Ltd.**

Telephone C. 1030.

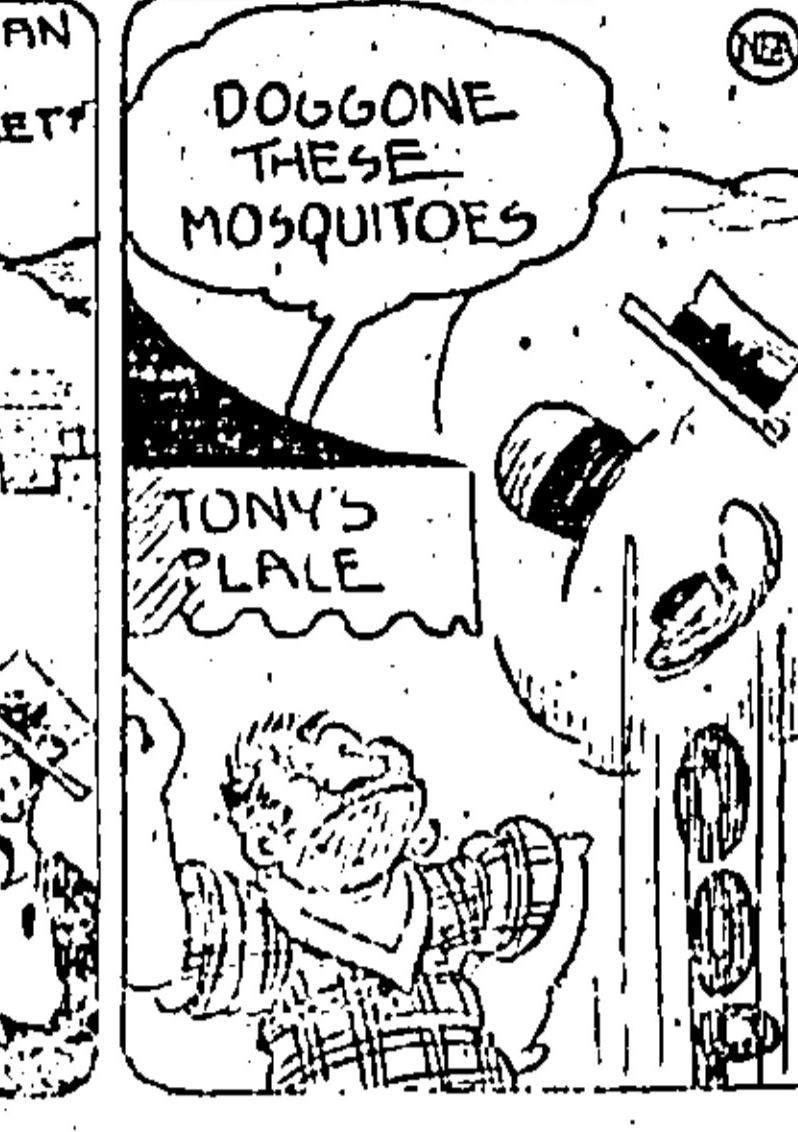
Queen's Building

# A PAGE FOR THE KIDDIES.

SALESMAN SAM



Stung



BY SWAN

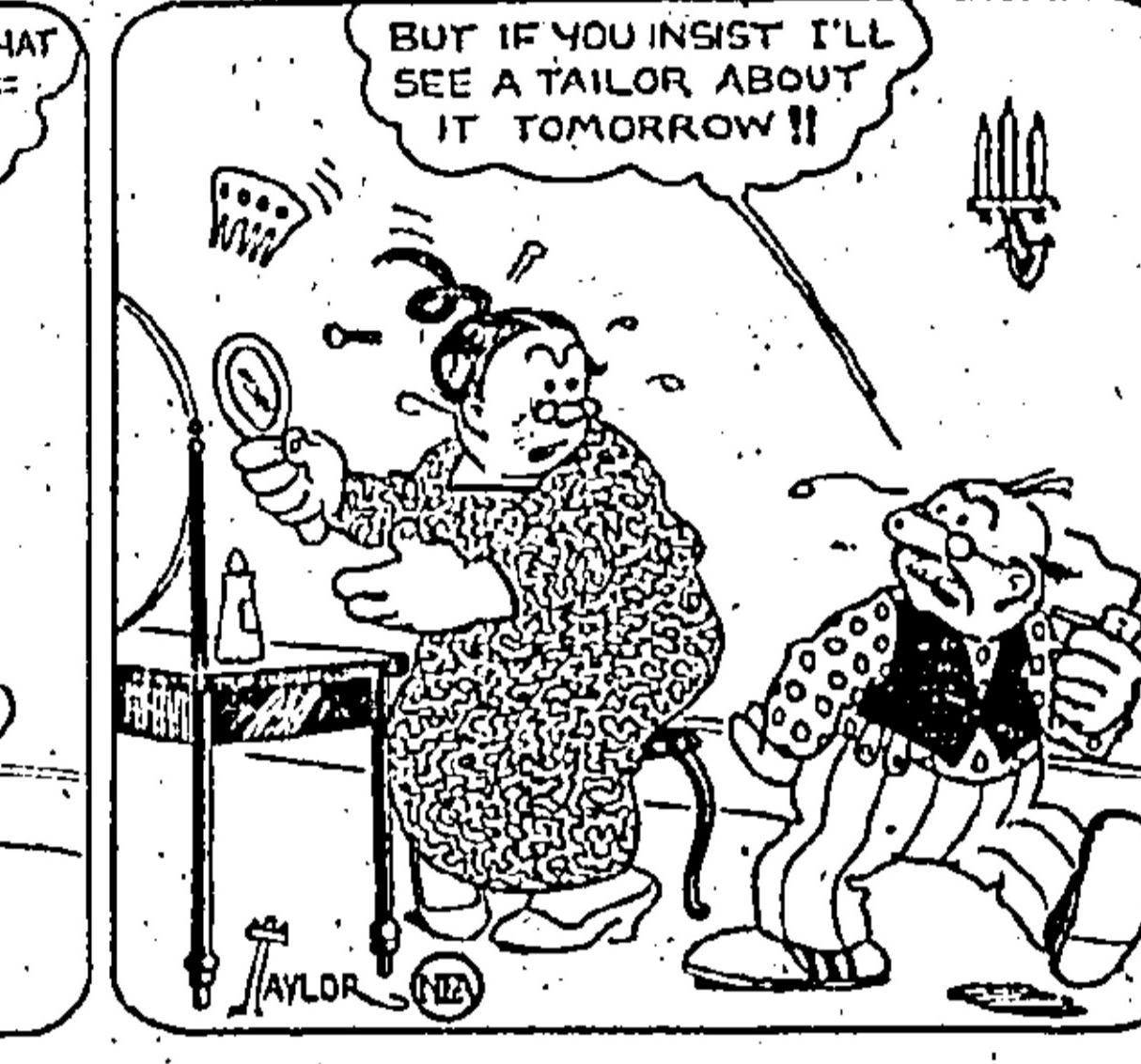
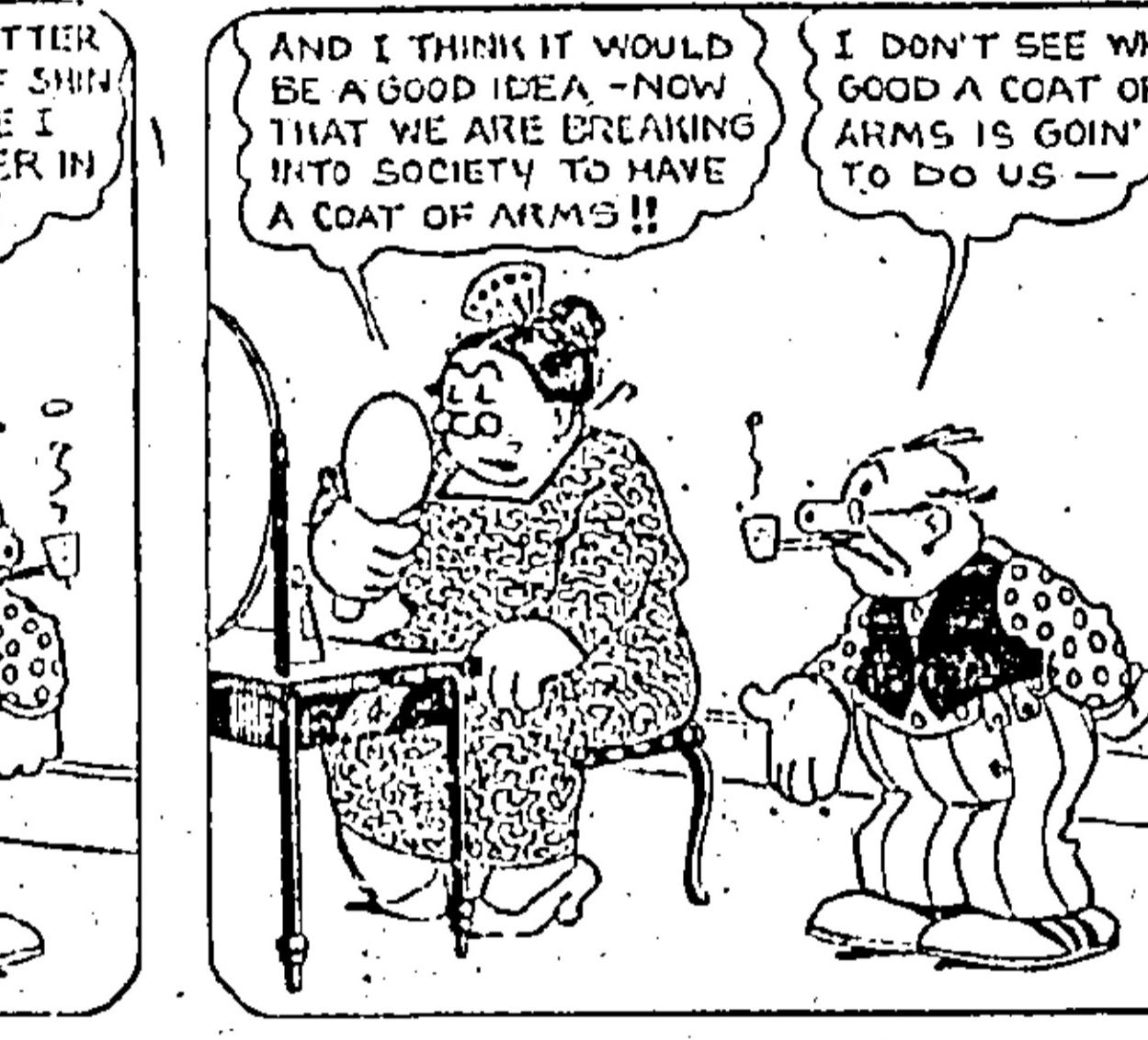
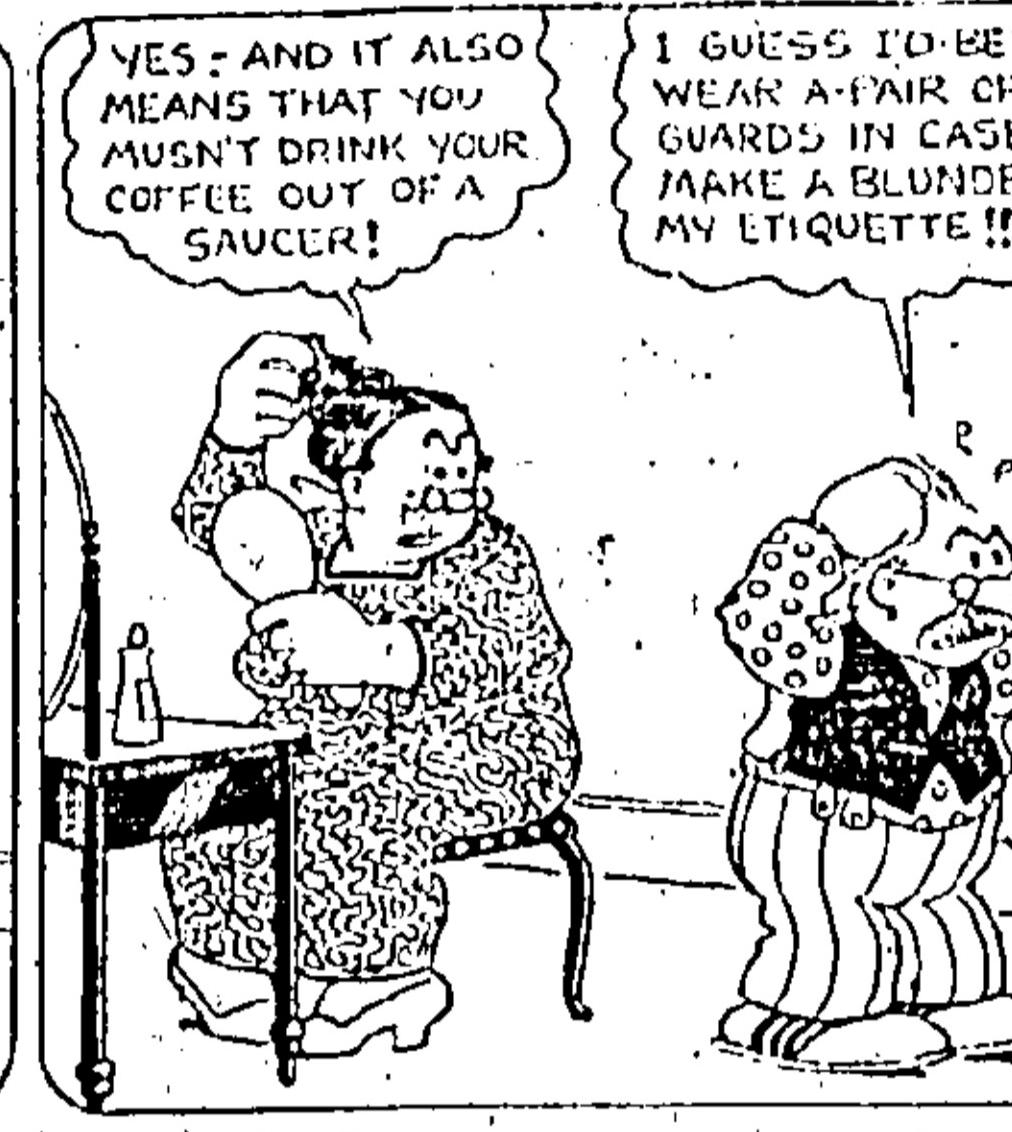
**UNDERWOOD TYPEWRITERS**  
PRICE - H. K. \$12.50 NET.



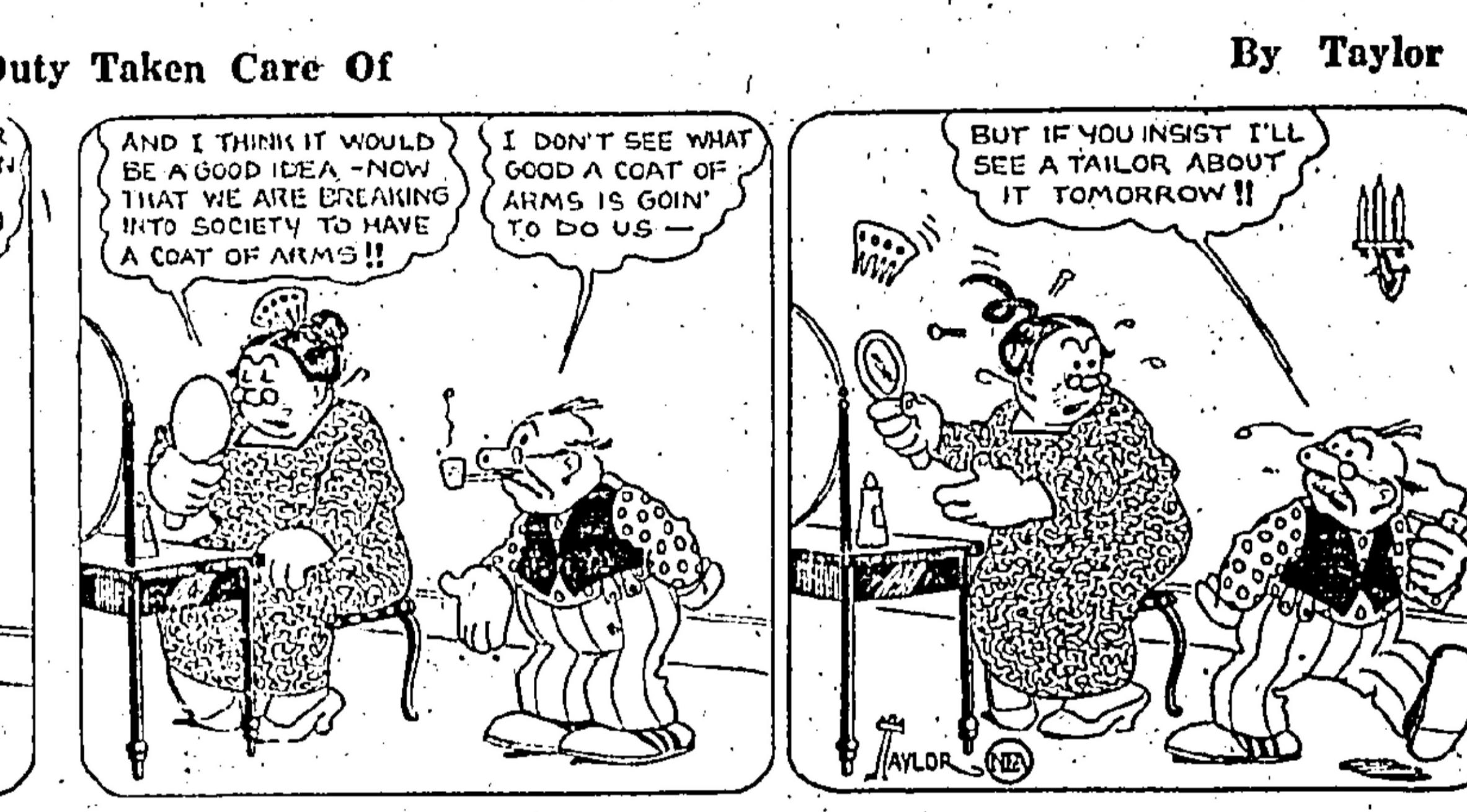
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In Case  
5 3/4 lbs.

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Solo Agents  
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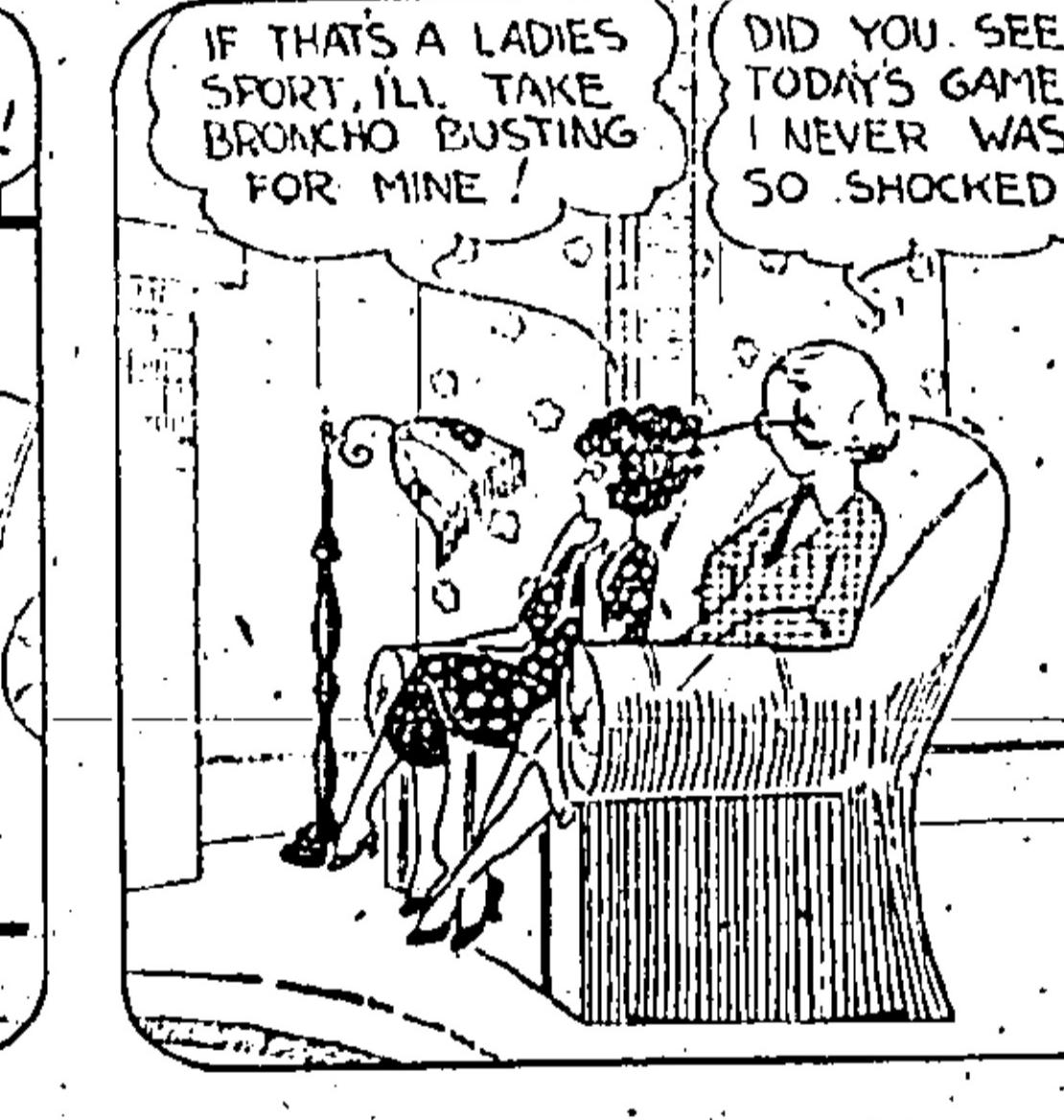
MOM'N POP



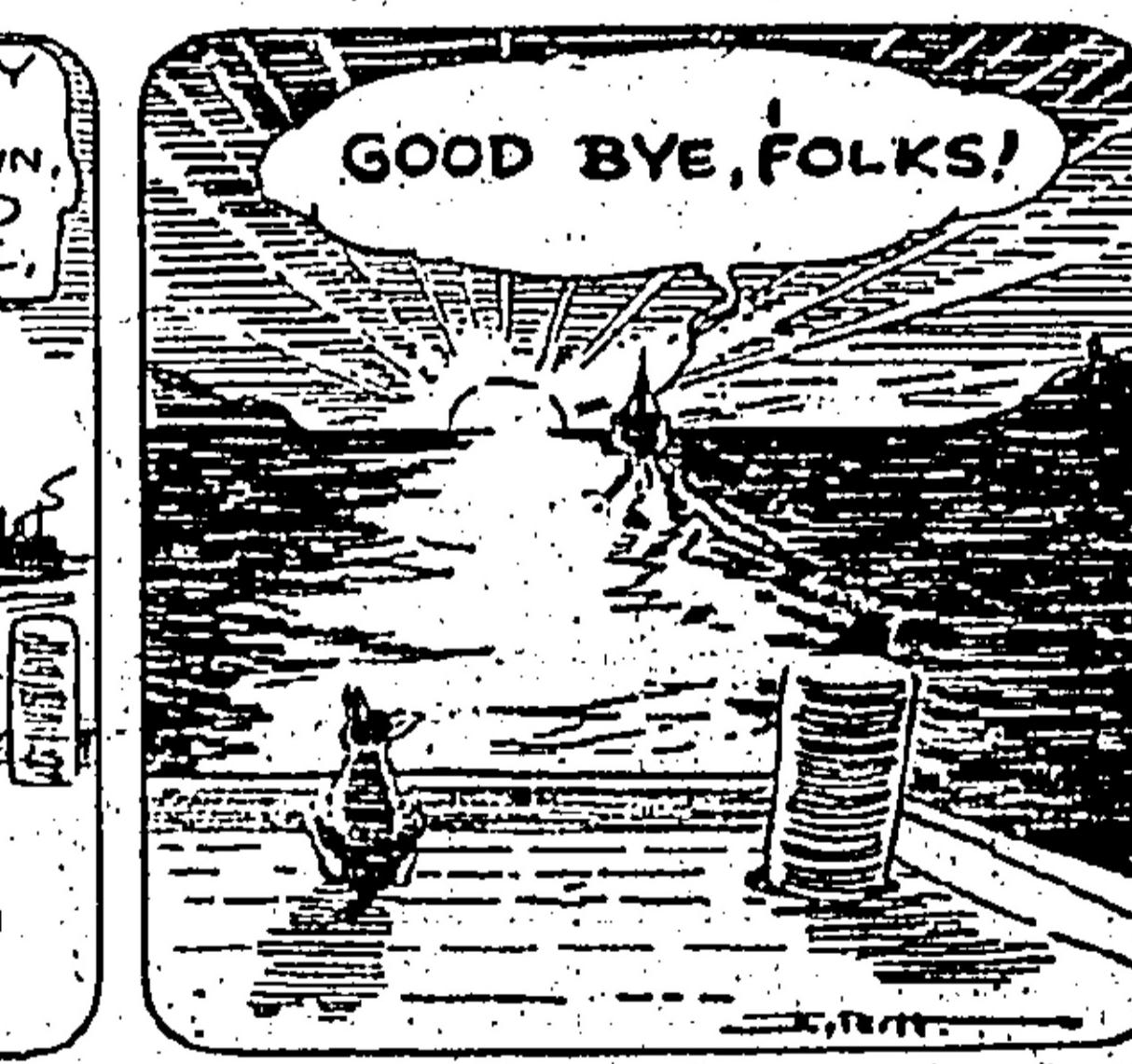
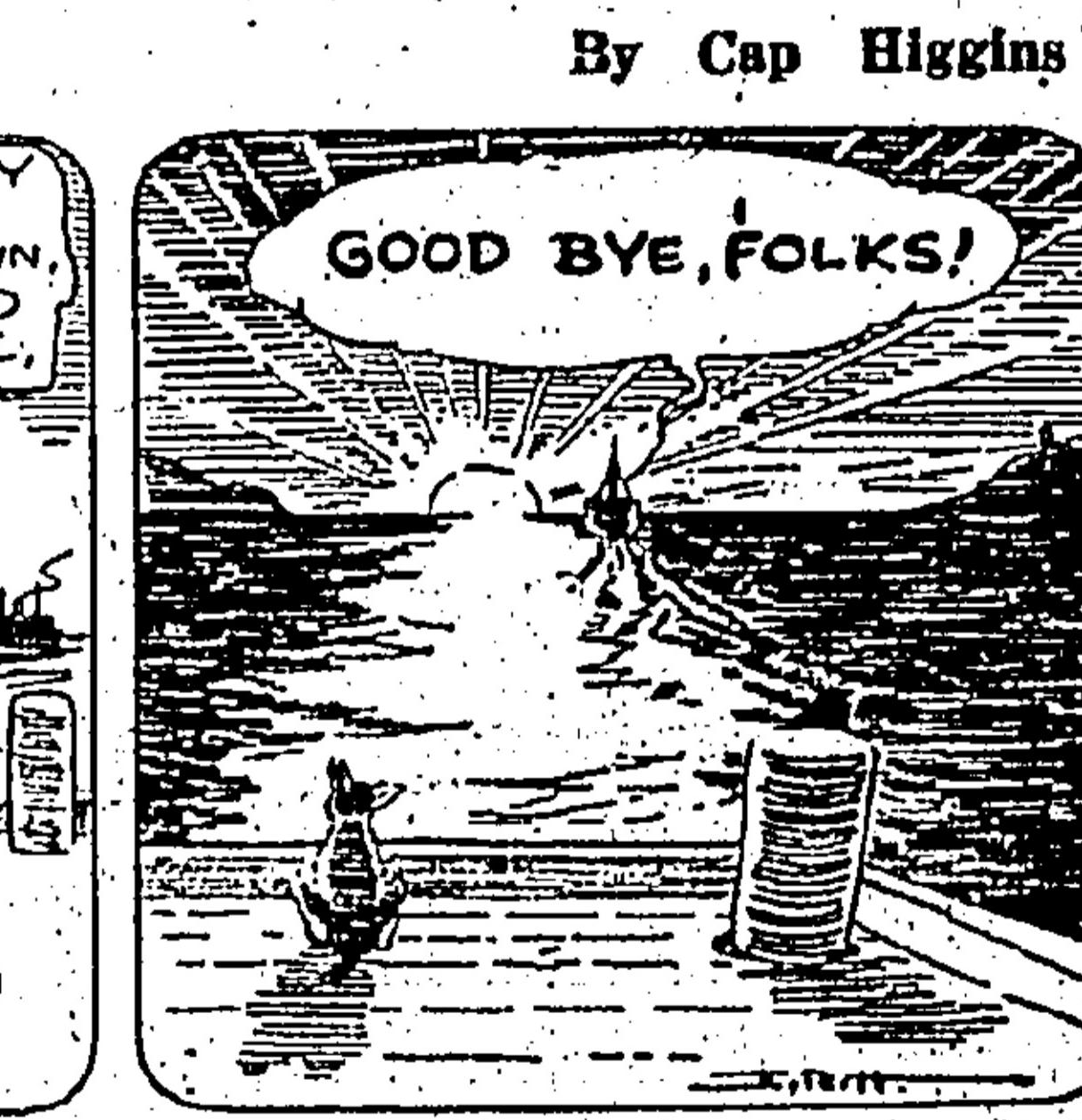
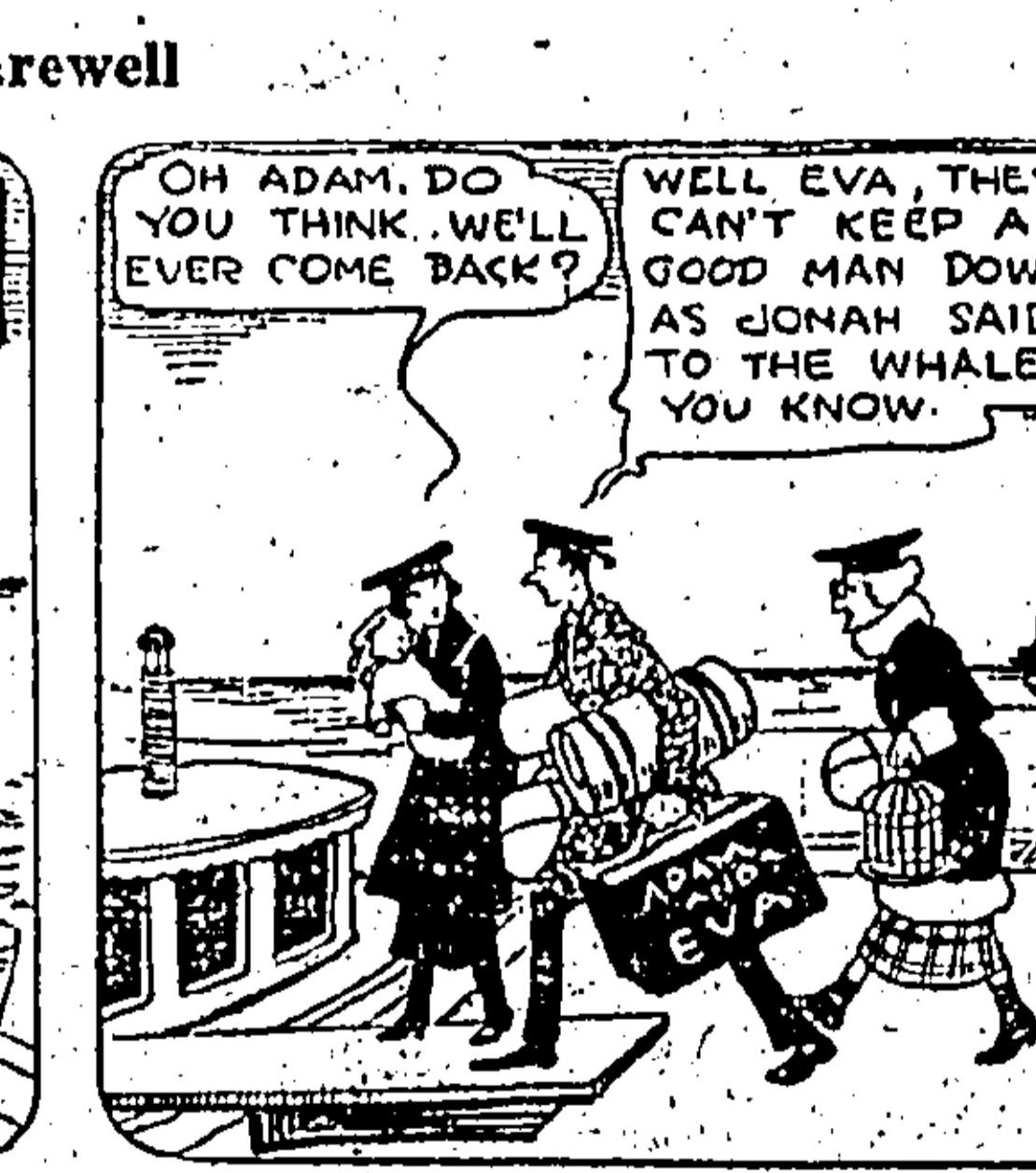
Another Duty Taken Care Of



BOOTS AND HER BUDDIES

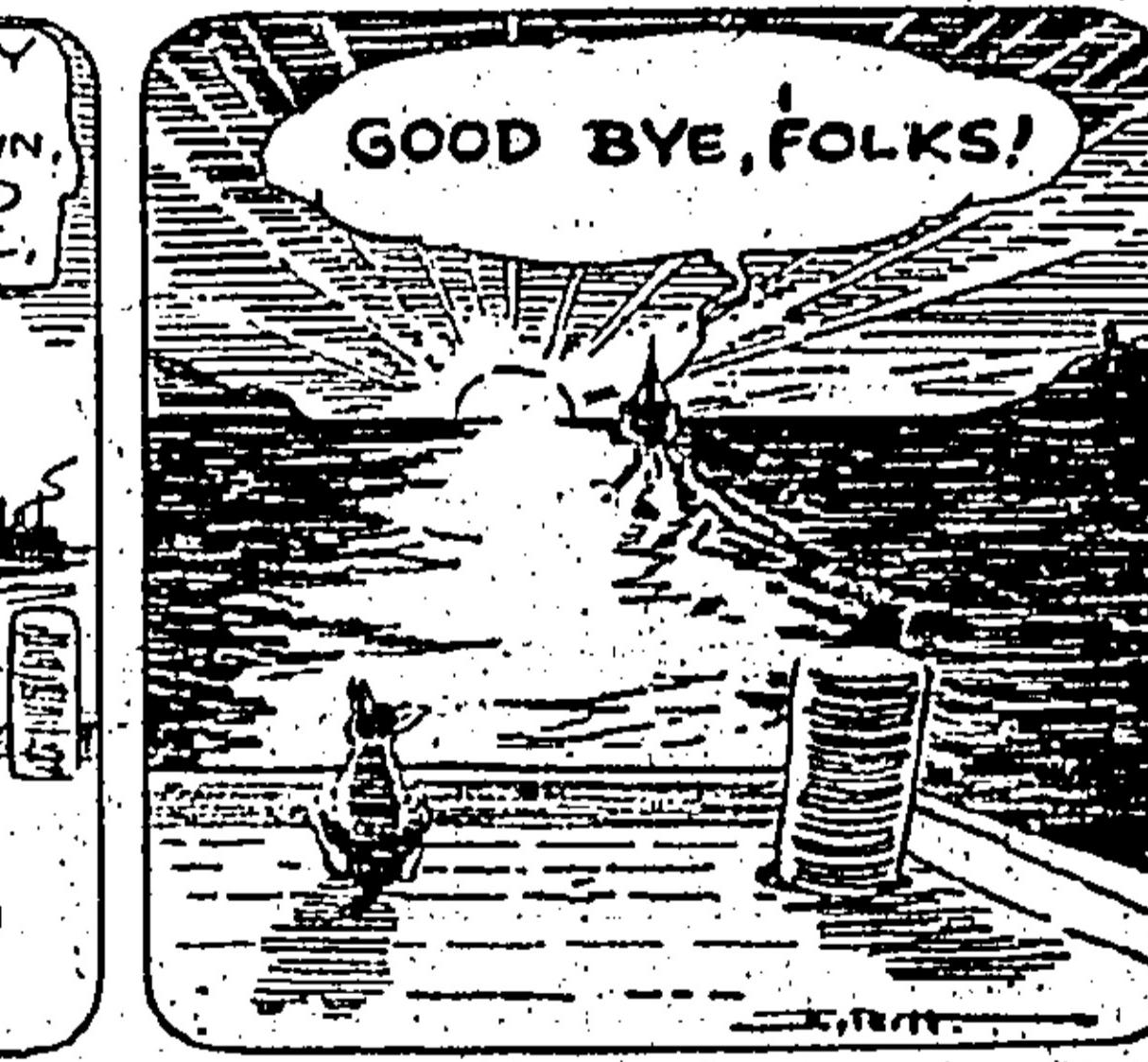
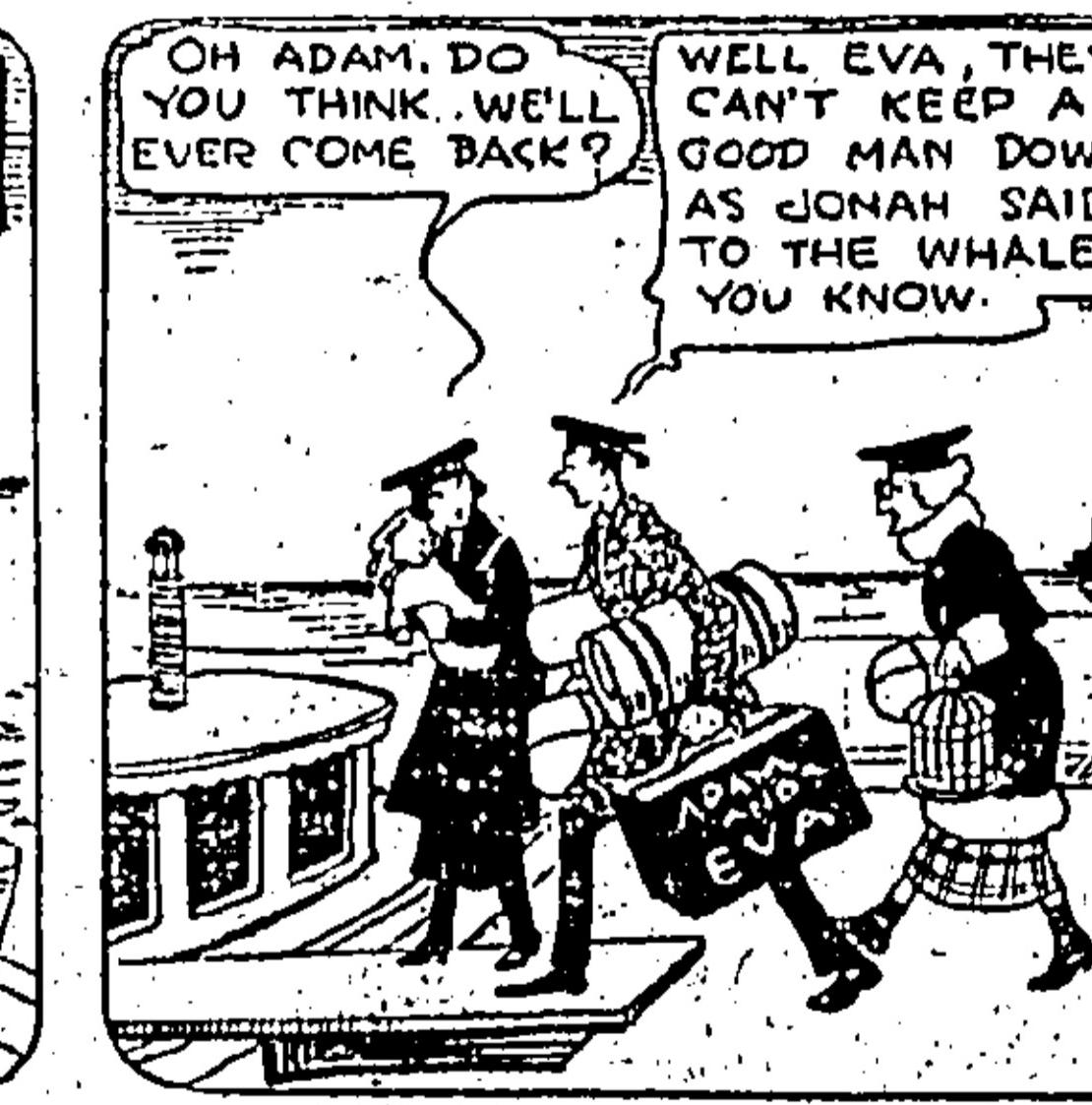
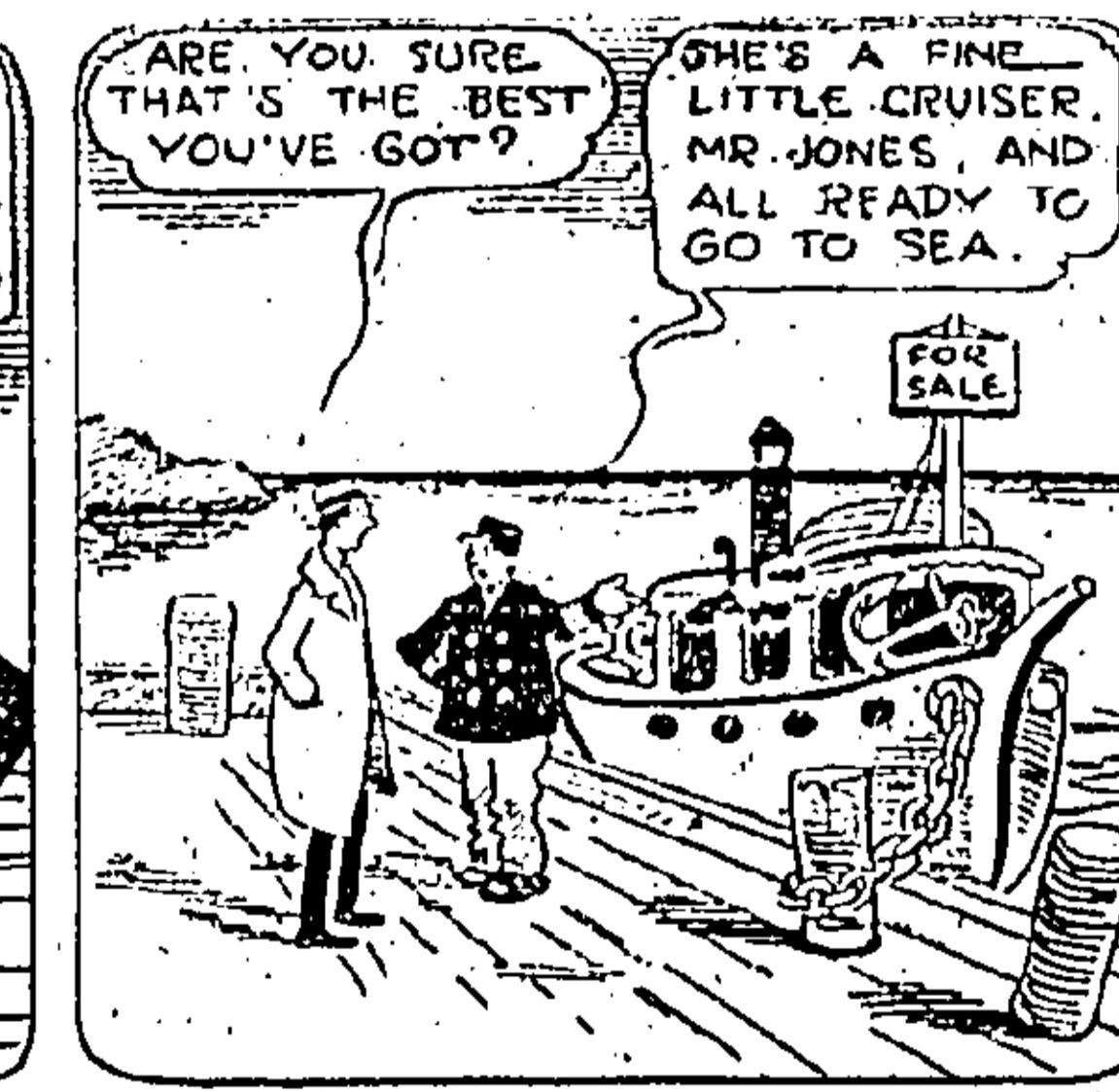


Farewell



By Cap Higgins

ADAM AND EVA

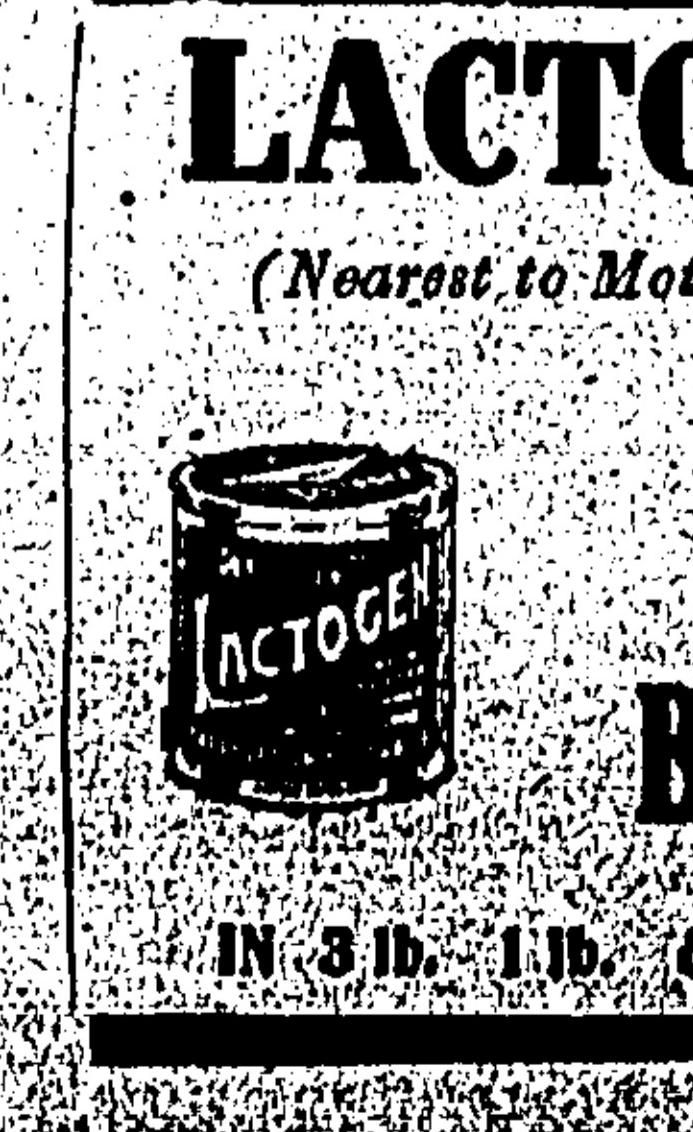


FRECKLES AND HIS FRIENDS



Whitie's Argument Wins

BY BLOSSER



**LACTOGEN**  
(Nearest to Mother's Milk)  
FOR  
your  
**BABY**



IN 3 LB. 1 LB. & 1/2 LB. TINS.

## FUNNY STORIES

### Easily Identified.

First Golfer—That was a fine drive you made this morning.

Second Golfer—Which one do you mean?

First Golfer—On you know—that time you hit the ball!—*The Humorist*.

### Money Counts.

The other evening a bright urchin called upon a gentleman and asked for a donation towards the funds of a juvenile football club.

"Look here Johnnie," said the gentleman. "I believe you're the seventh boy to call on me behalf of that particular club. Am I to expect any more?"

"Very likely," said Johnnie. Promptly "I expect all the follows will come in their turn."

"Goodness!" gasped the gentleman. "Are you all begging, then?"

"Yes, sir," remarked the youngster. "You see, there's a first team an' a second team, an' it's the rules an' does it."

Pulling out a grimy copy of the club's rules—evidently written by a youthful secretary—the boy pointed a dirty finger to Rule V.

"Thom as collect most money plays in the First Team, thom as don't plays in the Second Team!"

### The Reporters Luck.

The young and newly-appointed reporter was very keen on his job. He was determined to make good and no effort was too much for him if only he could get good "copy" for his paper. Every morning without fail he went round certain places where he knew there was a likelihood of getting some tit-bit of information.

Among the places to which he paid daily visits was the railway office.

"Anything fresh this morning?" asked the young man of the clerk in charge on the last occasion on which he called.

"Yea," replied the other, laconically.

"What is it?" asked the reporter, whipping out his notebook.

"That paint you're leaning against."

The railway clerk is now in hospital, and the reporter is in prison.

### New Role.

"I understand that in the new play Alice has quite a difficult part."

"Difficult? Why, she doesn't say a word."

"Well isn't that difficult for Alice?"—*London Telegraph*.

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.

SATURDAY, the 14th June, 1924

(Being the Official Organ of the Hongkong Automobile Association.)

## LOCAL MOTOR NOTES & NEWS

Those in the vicinity of the Kowloon Ferry wharf between five and six o'clock on Tuesday evening last were interested to see the Capt. Superintendent of Police (the Hon. Mr. E. D. C. Wolfe) engaged in inspecting a number of the motor buses in service on Kowloon Roads. An entirely new type of bus was among those inspected, this being a large vehicle capable of carrying 30 passengers. The body has been locally built to the order of the Kai Tak Motor Bus Company and is mounted on a Dennis chassis, and represents a big advance on the present type of bus. Well mounted with big pneumatic tyres and having comfortable seating accommodation, the bus is, like the big White bus of the Kowloon Motor Bus Company, more of the pattern one hopes to see running on our Kowloon roads. Given a regular service of such vehicles, Kowloon's communications and traffic problem would be much nearer solved than at present. The present Ford buses, excellent though the engines and chassis may be and however well they may have demonstrated the need for a motor bus service, are not of the type desired. The bodies are not suitable, the seating accommodation is far from ideal and the service generally is open to criticism. Kowloon needs a thoroughly co-ordinated service of better class vehicles, and it is to be hoped that the Companies operating—at present—will be induced to invest in them.

While on the subject of Kowloon, it is pleasing to note that a traffic policeman has again been posted on the corner of Nathan and Salisbury Roads. This is a busy spot and with buses proceeding to Yau Ma Tei and Kowloon City whilst others are arriving from both places, it is essential that there should be control and direction. All rickshaws going to the ferry use this corner, and the wonder is that there have not been more accidents. A traffic man ought to be on duty throughout the whole day.

### GREATER SALES RECORD.

6,576 DODGE CARS IN A WEEK.

From the Dragon Company we have received several interesting and instructive pamphlets dealing with the "Scintilla" magneto. One of these enumerates the surprising number of successes of cars fitted with this magneto in recent trials in various parts of the world. It is claimed by the manufacturers that the entirely different principle of design and construction embodied in the "Scintilla" creates the finest ignition system engineering science has ever produced. It would certainly appear from the results of many trials, that this assertion has been amply substantiated. The Dragon Company has received stocks and will be pleased to show this latest product to those interested.

The following have joined the Hongkong Automobile Association since we published the last list:

U. S. S. Ling  
Harry Way  
F. E. d'Almada Remondos  
Lau Long-cho  
M. E. Mounter  
William Galloway

The Hongkong Hotel garage has received another consignment of the well-known Matchless motor cycles this week and has

### MOTORING AT WEMBLEY.

#### Progress Made Manifest.

The age-old Easter hymn resounds to-day with a new meaning. For to-day is the "Haez Dia" to which all those who have been making the Wembley Exhibition have looked forward during many months of arduous work, says a writer at Home, on the opening day. And of notable worth in this wondrous exhibition of Empire Achievement is the staggings of so much that is criterional of British motoring development alike at home and in our Dominions, specifically, of course, relative to motor production, Canada.

It is a day, then, upon which we may suitably forgo our normal subjects allied with practical motoring matters, and delve for the nonce into the realm of that History and Romance which is so dim in the past by a comparative basis, yet so close to the present in the mere numbering of years. But there has been more scientific and mechanical development in the past 25 years than in the preceding 250 years. If not to-day, you shall anon go to Wembley. And you shall see there a magnificent display of all that this our Empire can achieve in automobile production. You shall marvel at the beauty of line. An you know enough, you shall revel in the mechanical excellence of that which is arrayed for your inspection. And so it please you, you shall travel back apace with me in mental picturing to the days when this vast industry was born; to the days when all that is commonplace to-day in motoring perfection, was cast in the shadows of early dawn imperfection, frailty, and lack of reliability.

#### THE BEGINNING OF THINGS.

Who shall say when motoring started? Not I, for, one. The question is too difficult to decide, for first we must have unanimity of thought as to what "motoring" really is. Does it include the early steam-driven road carriages which jogged their weary way along British roads a century ago? Probably not. That was hardly "motoring" within the meaning of the Act.

Shall we allocate the birth of motoring to the first "Hoot" engine, or, as we more commonly call it to-day, the Internal Combustion Engine? I think that is probably nearer the mark. And it was only in 1884 that Herr Gottlieb Daimler produced a small high-speed engine on the "Heat" principle, which was the forerunner, the "make possible" of the motor industry, as we know it to-day.

This engine was really a high-speed gas engine—gas being the fuel in the earliest experiments—but Daimler made it run so fast, and with such a compression ratio, that the heat generated on the compression stroke was sufficient to cause self-ignition.

But at that time he was working on principles first invented by a Frenchman—Lenoir—and developed by another German—Gitzo—from whose genius we have the universally adopted Cycle of Operations to which his name is attached.

#### MODERN CAR'S PROTOTYPE.

But we may almost say that the History of Motoring is of even less remote period than that, for it was not until 1889 that Daimler had made a "controllable" engine of the type—one with two cylinders and red-hot platinum tube ignition, and not until 1891 that the famous French engineers, Panhard and Levassor,

placed a Motor Car on the public road with an internal combustion engine under license from Daimler.

Shall we say, then, that motoring really started so comparatively in recent times as 1891. And is not the Development as witnessed at Wembley an epoch-making achievement?

That historic car was of 4½ h.p., had open change-speed gear mechanism (exposed to mud and grit!), but in all its essential principles it stands good as the prototype of the motor-car of to-day. Of a truth it had an automatic inlet valve—but the practice of to-day is merely development. It had tube ignition—the magneto of to-day was looked at askance when first suggested to replace the hot tube or low tension ignition. It had chain final drive—still used on some few cars and many commercial vehicles. Oh, Motor History, thy name is Wondrous Achievement!

And in this land of ours, "girt by the silver sea"? Can you appreciate that a mere 20 years or so ago I, and all other motorists of the Good Old Days, drove anywhere and everywhere knowing not the protection of a hood or the comfort of a windscreen? Had I been a writing Motor Articles "in diebus illis" I would have instructed you how to put on your fur or sheepskin coat. I would have given you a minute explanation of the precise way in which to wrap your coat around you and marry its folds to the waterproof rug, so as to avoid puddles of water on a rainy day.

"HINTS AND TIPS" OF YESTER-YEAR.

And on a wet day there was Expert Art in rising from your driving seat so that the water did not gain entrance to your inner garment. And I would have given you tips as to how you should stand your cushions so that they received the minimum wetting from the rains of Heaven, and an article on How to Arrange your Cap and Pucker Your Eyes against the evils of a driving rain. You would also have wanted yet other tips "How to Light the Burners of the Tubes in a Howling Wind"—verily an art of much difficulty. And you would have been instructed "How to Hold the Hammer and Chisel in the Replacing of a Tyre"—and, perchance, "The Toll-tales of the Tyre That is Slap-fan of the Tyre That is Coming Off."

They were wondrous days, those glorious days of old. There was Achievement in driving a car 25 years ago. When, with a glow with that glorious Achievement I hid me to the Old King's Head at Coventry and said to mine host, "I've come from Leamington without a stop," the Godiva folk a-mostly Doubled my Veracity: for Leamington is Eight Miles away. And if reiterated reiteration should convince my hearers, then had the flagon to flow—was a Festal Day of Motoring Achievement.

But, perchance, I weary you with this Facundity of Motoring Anecdotes! I must turn off the tap. And so to Wembley—to view the Motor Cars of Present-day Achievement, with, assuredly, just one kindly thought for the historic past—the Automobilia Ashes of years recent, yet dim with the Changes of Youthful Ago.

White or red autos are barred from the streets of Rio de Janeiro, except those belonging to the city. The reason is city ambulances are white and fire department cars are red. Traffic police can easily distinguish these and give them clearance.

### TRACKING TROUBLE.

#### THE MECHANICAL INSTINCT.

One of the greatest assets for maintaining a car in good condition is the possession of a mechanical instinct, says a Home writer. Unfortunately but few motorists are possessed of this subtle gift of nature. What is the next best thing to do?

The "next best" is to try to cultivate that instinct—which is somewhat of a Hibernicism in so many words, but quite feasible (partially at any rate) in practice. And it is not merely in regard to knowing when anything is approaching the "going wrong" stage that the cultivation of mechanical instinct is useful. It aids you in the correct handling of the car and that measure of "humouring" which every chassis appreciates on occasion. Though you may find it hard to credit, it is none the less a fact that a motor-car will always show appreciation of knowledgeable handling.

Do you hear that little squeak that keeps on making itself manifest? I wonder whether its a spigot bearing or a universal joint running dry (which would be damaging) or merely a spring clip—which would not be damaging?

To quieties such as these—so often puzzling to the average motorist—the mechanical instinct will give an answer instantaneously and with uttering precision.

As a consequence, the squeak which is of a damaging nature immediately receives attention. The one which will do no harm if left for a week—can be left for a week.

There are different types of squeaks—to say nothing of Pip and Wilfred—and the motorist who takes an intelligent interest in the mechanical welfare of the chassis should learn to differentiate one from the other.

If a squeak changes its notes and seems to become more agonized at each strident repetition, that is the type that demands immediate attention. If you are versed in the language of squeaks you will hear it cry from its innermost heart, "For Heaven's sake give me a drink—a double oil for preference."

When you hear that agonised cry let all the humanity of your soul surge to the aid of the squeak in distress. It will speak its gratitude with a silent tongue, and give you a useful discount on your wear and tear running costs.

If, on the other hand, the squeak remains normal in tone and volume, it is of the non-dangerous type, and may be treated with rather less consideration.

But a squeak's a squeak, for a' that, and, on general principles and for your own comfort, it is well to silence its slanderous tongue. It says, "This driver doesn't look after the car properly"—and I'm sure that's a libel on all Daily Chronicle, motorists. It ought to be anyhow.

But try to learn to recognise the real mechanical squeak. At first you must use keen observation. In time you will develop instinctive knowledge.

#### GERMANS ADMITTED.

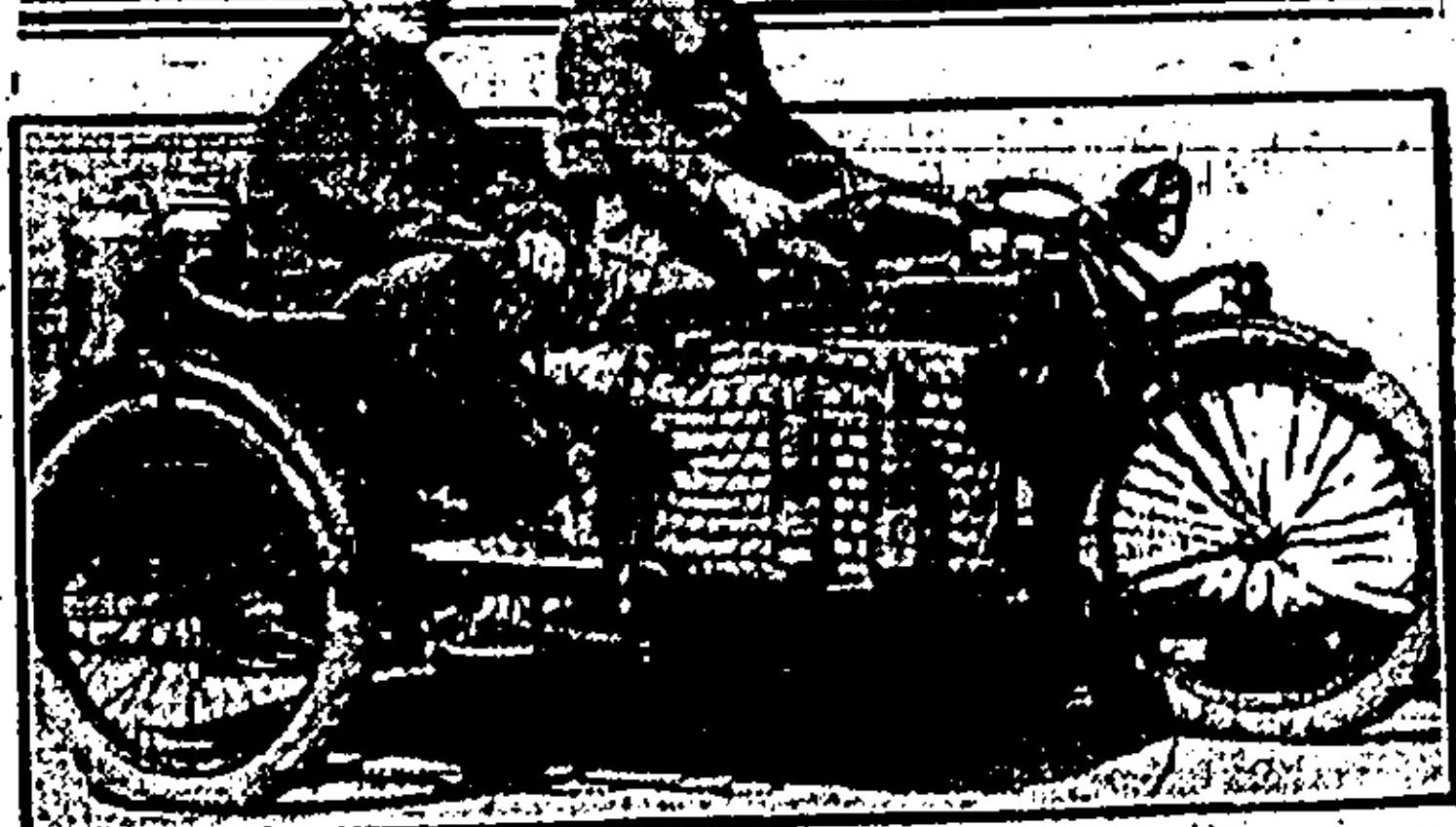
German and other former enemy drivers will be permitted to enter this year's Italian Grand Prix 500-mile race to be run on the Monza track near Milan, Sept. 7. Last year's race was won by Fiat. Jimmy Murphy came in third on a Miller.

### CHECKING WEIGHT OF TRUCKS.



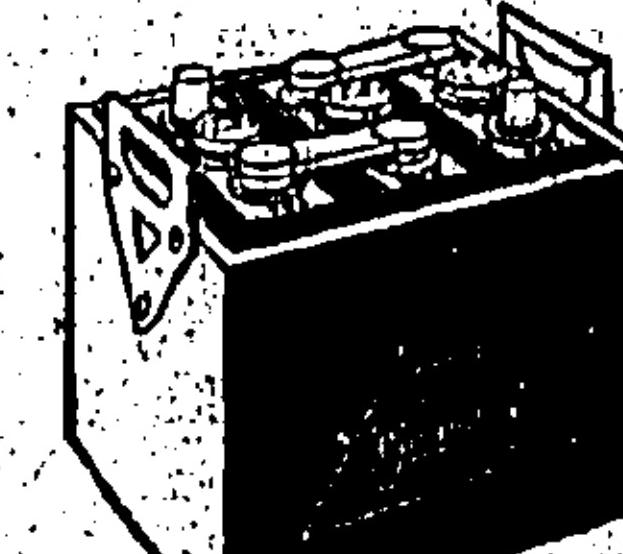
Illinois special-motor cycle police are keeping trucks from breaking up the highways unduly. Their side cars contain two scales used to weigh trucks and if the truck weighs more than it should, the excess is unloaded and the driver is forced to make two trips.

### FIRE FIGHTING IN BOSTON.



This motor cycle fire apparatus, now being tried out in Boston's narrow and crooked streets, is designed to save minutes when they count most. The outfit carries 300 feet of chemical hose, fire extinguishers, hose guns, axes, rakes and brooms.

### Columbia Storage Battery



**T**HE great power, the startling efficiency, the long satisfactory service of the COLUMBIA Storage Battery make it the ideal battery for every automobile.

We have a complete stock. Let us show you the one most suitable for your car.

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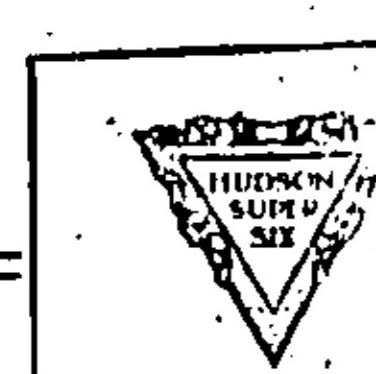
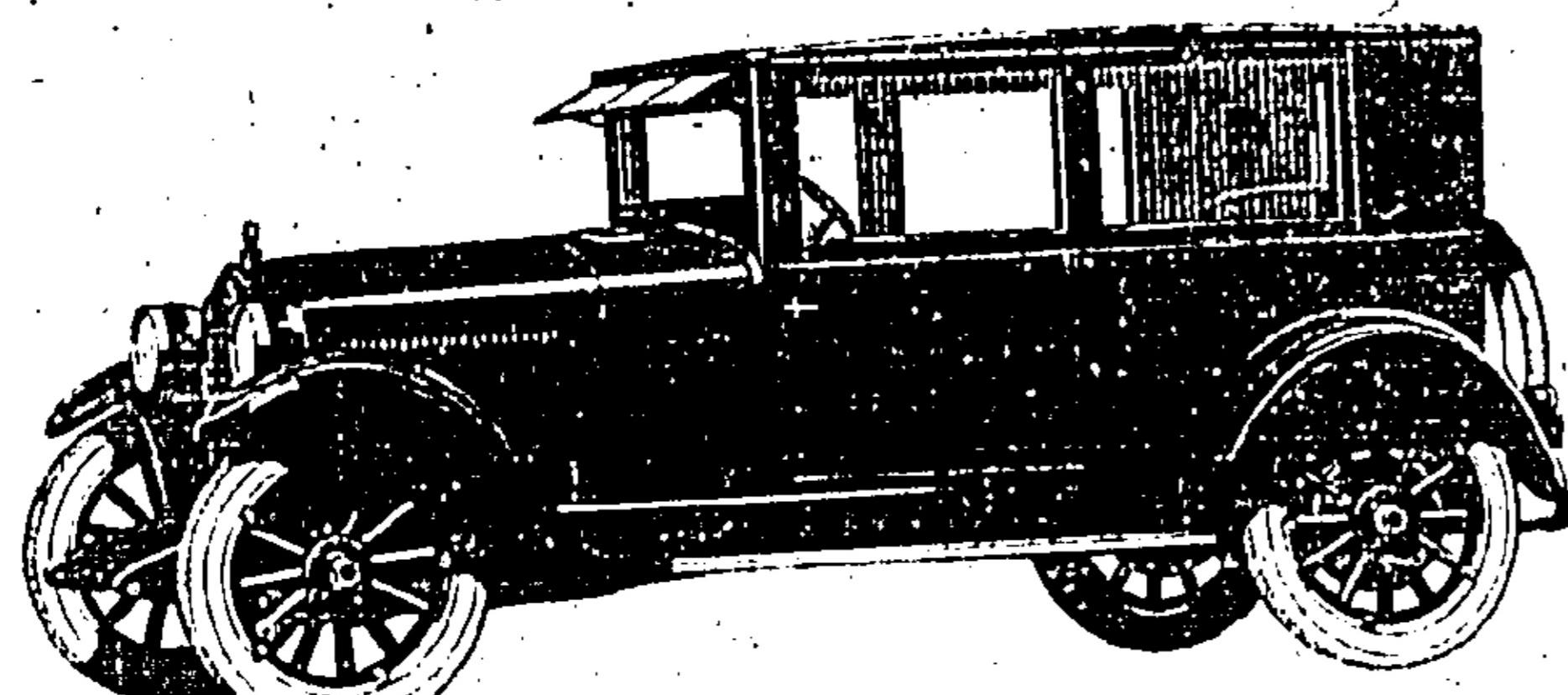
### "The Old Essex Pep Plus Hudson Smoothness"

The new Essex has all the stamina for which its forerunner was famous. And its 6-cylinder motor built by Hudson, gives smoothness of performance heretofore exclusive to the Super Six.

Its economy includes not only exceptional gas, oil and tire mileage, but a policy of minimum maintenance cost with parts prices that will astonish you.

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### BUICK'S MESSAGE to the INDUSTRY

EVER since its founding, over twenty years ago, Buick has recognized a two-fold responsibility—a responsibility to those who buy its product—a responsibility to the industry of which it is a part.

Buick's manufacturing and service policies, therefore, have been shaped to the end that every Buick owner might realize the maximum out of his investment as measured in terms of uninterrupted, comfortable and dependable, personal transportation.

Buick's responsibility to the industry has likewise assumed very definite form. In addition to improving constantly car construction and design, Buick has bent every effort towards the originating and developing of mechanical improvements that would react not only to Buick's benefit, but would provide a definite contribution to the industry as a whole.

How fully the public recognizes the consistency with which Buick has lived up to its responsibility is manifested by the fact that for the sixth consecutive year Buick occupies first place at the National Automobile Shows—a position awarded upon volume of business.

On this particular occasion, Buick renews its pledge—that it shall maintain, with all of the tremendous resources at its command, Buick's position as the Standard of Comparison.

**SOLE AGENTS**  
**THE HONGKONG & KOWLOON TAXICAB CO., LTD.**  
Telephone No. 1036

#### STATISTICS.

Looking backward over the record of last year in the motor industry, the American National Automobile Chamber of Commerce furnishes these facts:

World registration of motor vehicles is 18,023,584, with 88 per cent. in the United States.

More than 3,000,000 persons were employed last year in the auto industry.

Thirty-five cities have reduced their motor fatalities.

Motor vehicle taxes in the United States in 1923 totaled \$471,584,000.

Farmers' federal motor tax bill amounted to \$45,864,200.

Automotive products paid 77 per cent. of the special federal excise taxes.

More than 4,500,000 cars and trucks are owned on farms.

More than 4,000,000 autos were produced in 1923.

Oil, grease or gasoline destroys a tyre.

Mr. F. R. White, chief engineer of the Iowa State Highway Commission, has shown that the concrete road is best and cheapest for driving. On an earth road, he found, traffic gets 14 ton miles for each gallon of gasoline. On a gravel road, it is 21 ton miles, and on a concrete road it is 31 ton miles.

#### ROTARY TRAFFIC ADVISED.

##### PLAN TO REDUCE CONGESTION.

Direct automobile traffic away from street car lines.

Provide one-way streets.

Limit parking in congested areas.

Provide loading platforms for street car traffic.

Install rotary traffic at busy corners.

Cut off corner curbs at a wider radius.

These are the salient recommendations for the relief of traffic congestion and consequent reduction of accidents made by Mr. William J. Cox, traffic engineer.

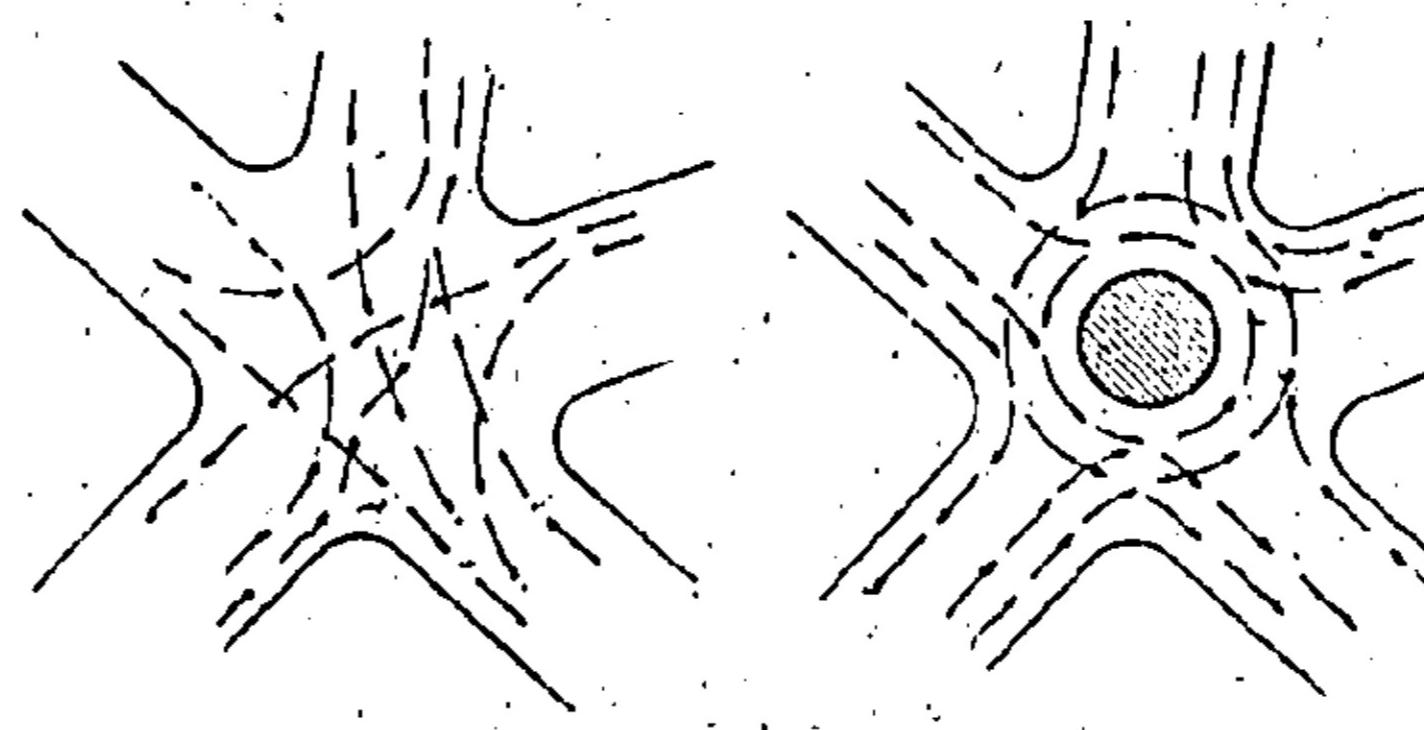
alone about \$50,000,000 annually in delaying traffic.

Aside from delays due to street cars, however, the greatest slowing up of traffic, and consequent strain on drivers, comes from busy intersections. If two streets of equal width, carrying an equal amount of traffic, intersect, each can use the crossing only half the time.

##### REMEDIES.

To avoid this delay and at the same time provide safer crossing, Cox suggests two remedies:

1.—Provide circles in the centre of crossings where there is room, especially at intersections of more than two streets. Traffic would have to move around these circles, lines blending into one another from all streets and all



FIVE POINT INTERSECTION SHOWING CONFUSION OF UNREGULATED TRAFFIC (LEFT) AND ORDERLINESS OF ROTARY TRAFFIC (RIGHT).

of the National Bureau of Casualty and Surety Underwriters. They are made after a close study of traffic conditions and accident cases in several cities.

According to Mr. Cox, congestion is the greatest physical or nonpersonal cause of automobile accidents. Not that they occur at busy intersections any more than elsewhere.

##### FATIGUING.

"The strain of driving through heavy traffic," he believes, "results in a fatigue which manifests itself in the form of carelessness, recklessness and accidents on the outskirts of the congested area, where traffic control is relaxed."

Parking in congested areas, he points out, has cost Chicago

moving the same way. Thus all cars could be kept moving and confusion would be reduced to a minimum.

2.—Cut off curb corners on a radius equal to the width of the narrower sidewalk, so that autos trying to make a right turn could do so easily by hugging the curb and not interfere with other traffic.

"In any case," Cox concludes, "make the safe path the easiest path to follow and eliminate confusion by marking out on the pavement with paint or preferably with a combination of paint and bumpers the paths to be followed by both pedestrians and vehicles. If this principle is adhered to in any given case, improvement will surely result."

Improved production of gasoline has doubled the amount obtainable from crude oil. According to recent figures, gasoline is being sold to 12 times as many vehicles as in 1913, yet the production of crude oil has increased only three-fold. That is six times as much gasoline is being produced. And the gas of to-day

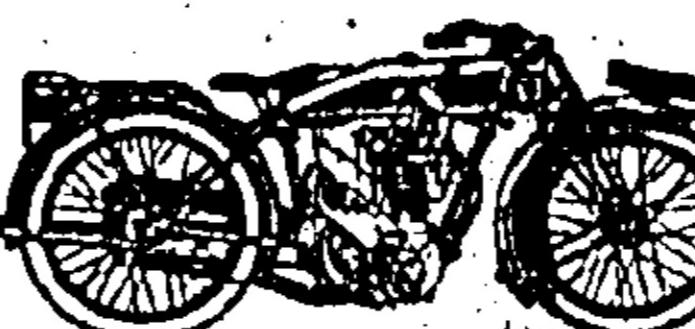
is going much farther, with improvements in motors and carburetors, and a better grade of fuel than has ever been brought out.

More easily read license plates are suggested by Col. J. Scott Williams, one of Canada's war heroes, in the form of a rectangle higher than it is broad—about ten inches high by 8 inches broad. Col. Williams would have a six-number plate, for instance, divided into two rows of three numbers each, with the year between the rows and the State at the bottom. Every car would have a permanent number, and every state would have a permanent colour.

### MATCHLESS

#### IN NAME AND REPUTATION

THE MATCHLESS MOTOR CYCLE REPRESENTS THE LATEST AND BEST IN BRITISH MOTOR ENGINEERING



3 h.p. high efficiency Side valve engine



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All the above electrically equipped and complete with full kit of tools.

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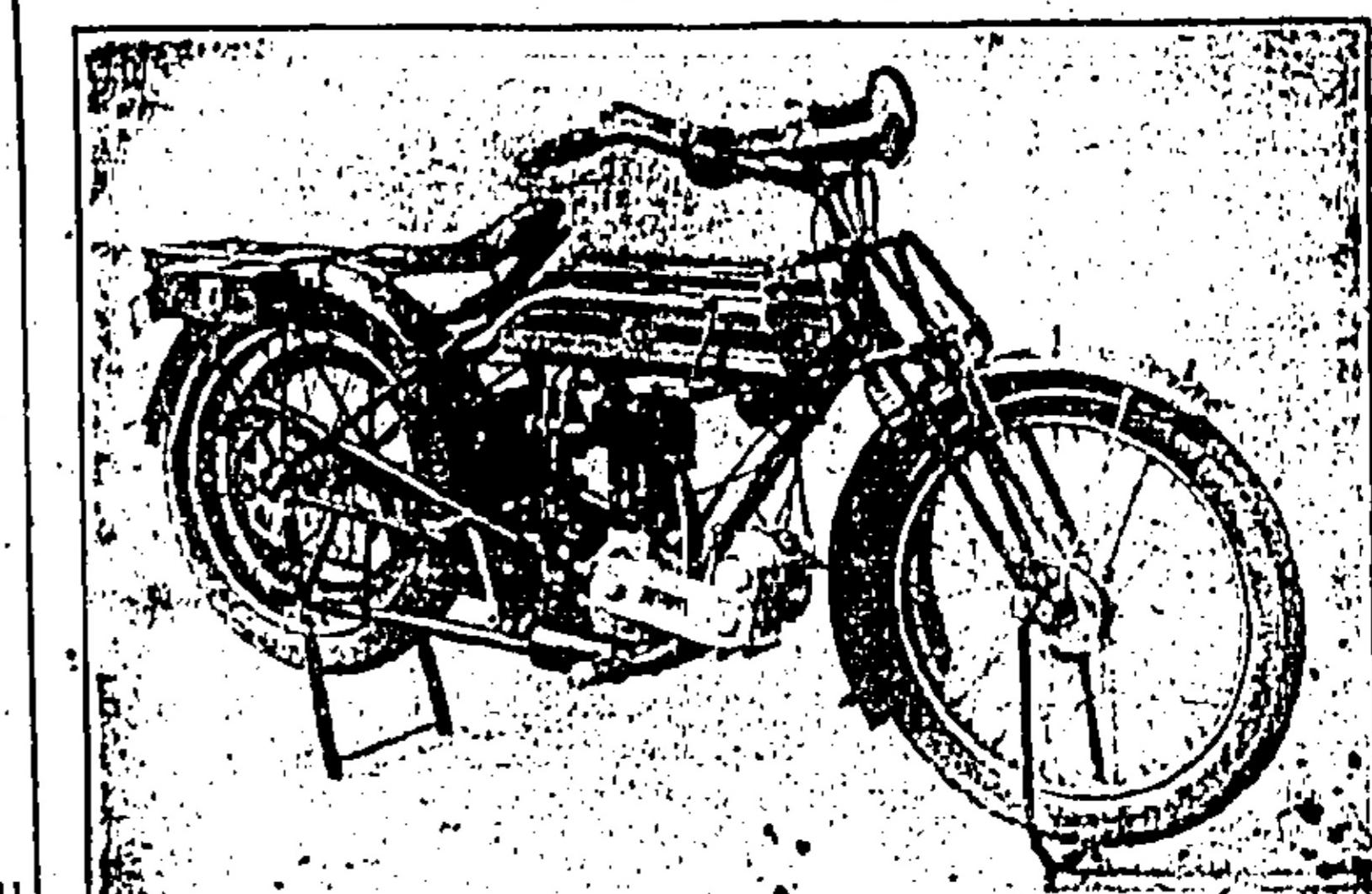
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The tremendously increased demand for Triumph Motor Cycles is striking evidence of their vast and ever increasing popularity:

5½ h.p. Model S.D. Dynamo	\$800.00
4.99 h.p. Model R. O.H.V. Dynamo	\$820.00
2½ h.p. Model L.S. Dynamo	\$675.00
2½ h.p. " L.W. "	\$535.00

Triumph models are equipped with Lucas Dynamo Lighting Sets.

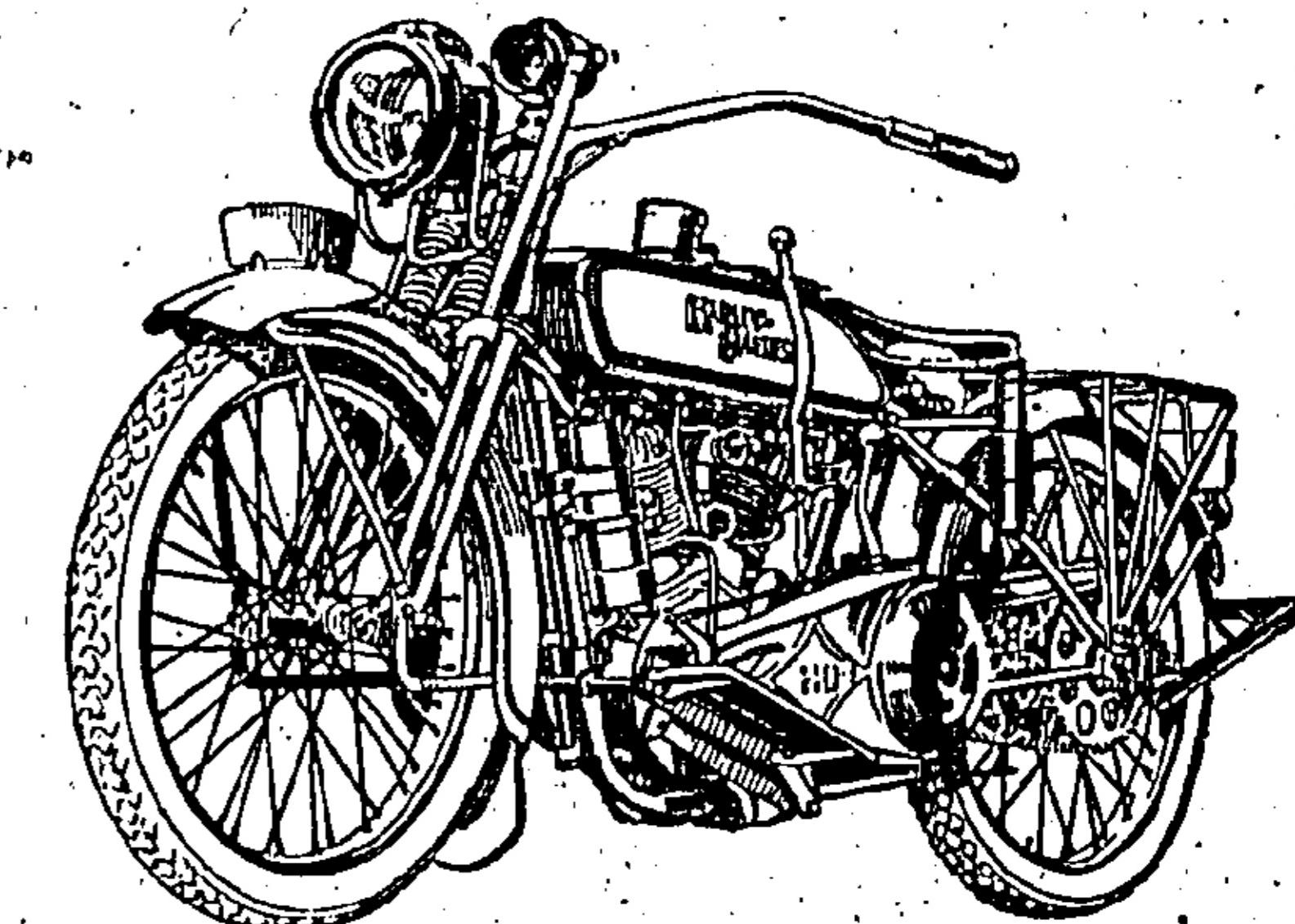
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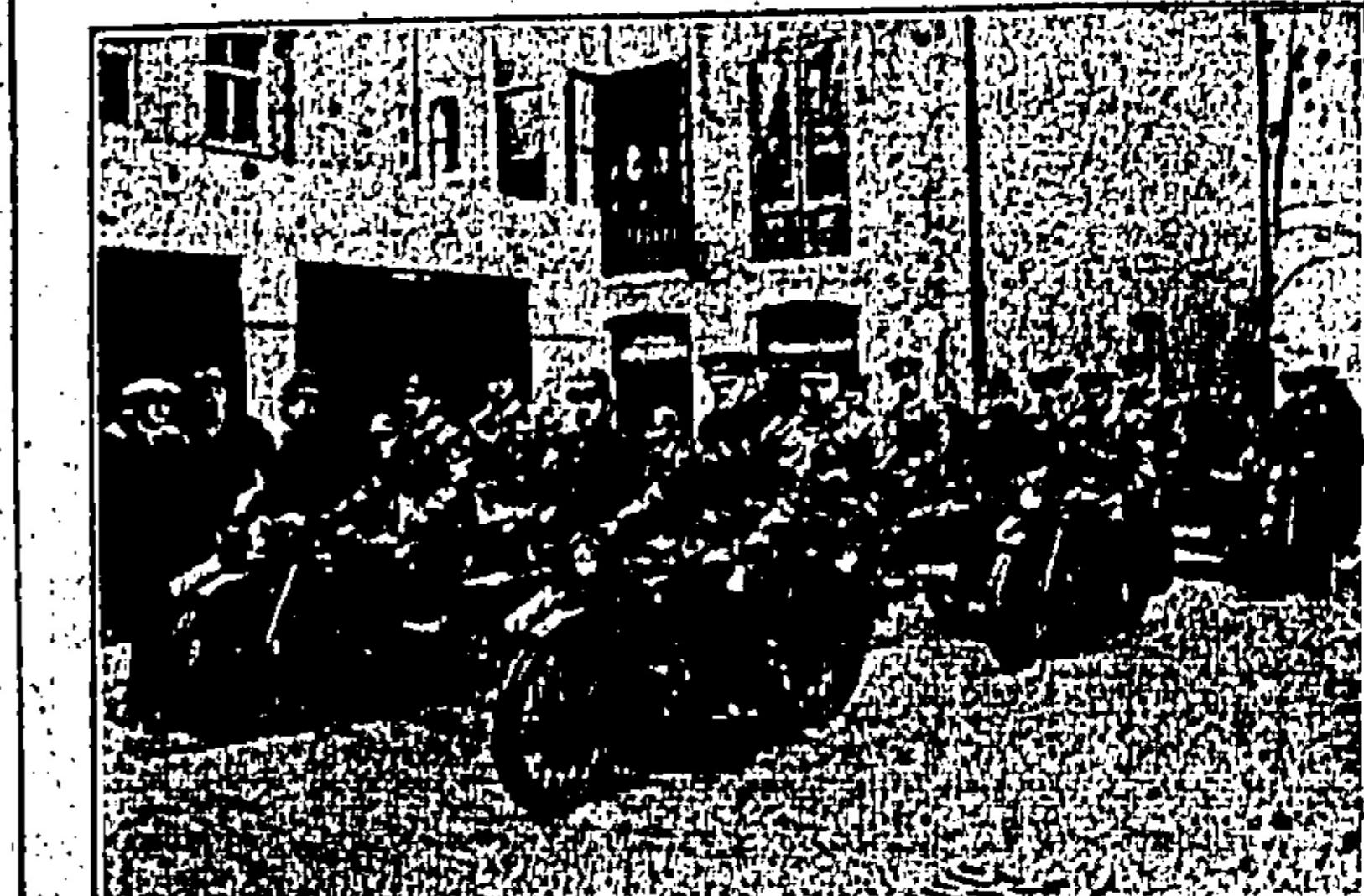
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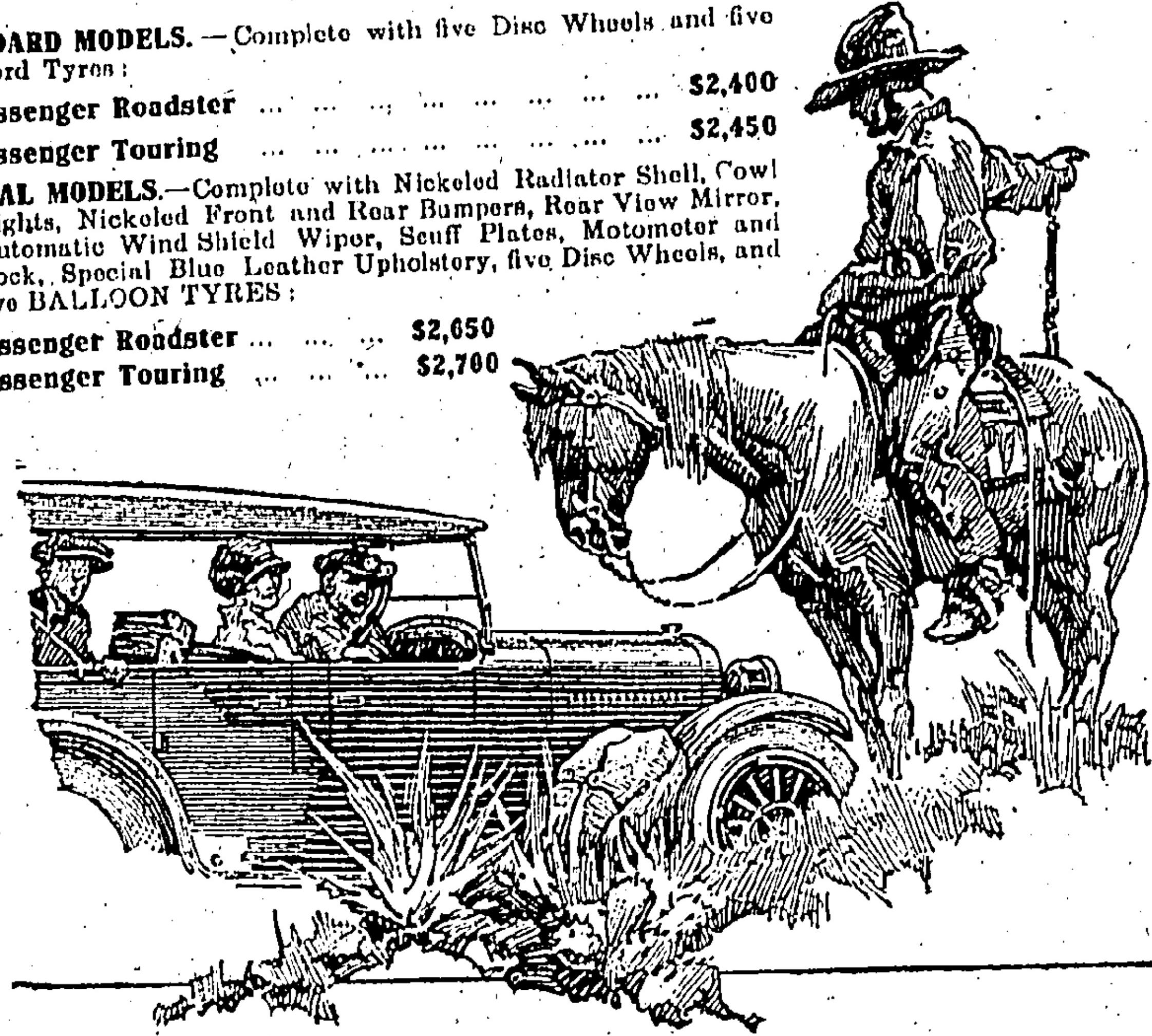
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<b>STANDARD MODELS.</b> —Complete with five Disc Wheels and five Cord Tyres:	
3-passenger Roadster	\$2,400
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5-passenger Touring	\$2,700

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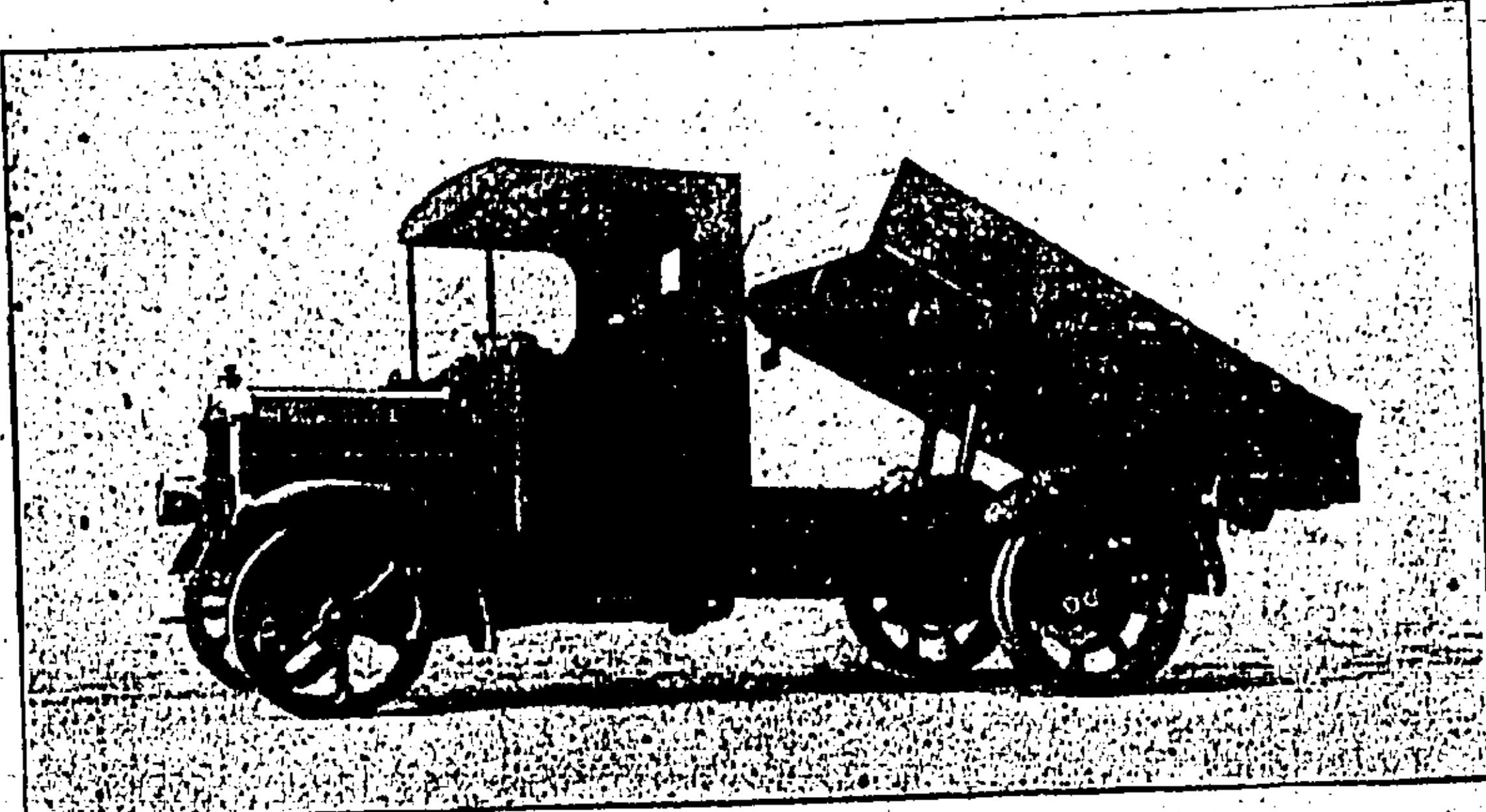
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"WORM" gear is the only gearing that shows INCREASING  
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THE use of "worm" gearing in Commercial Vehicles is now  
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Dennis Bros. Ltd., by the leading makers of the world, will convince  
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**GREATER COMFORT:****PROBLEM OF EASY RIDING.**

One of the greatest problems upon which motor engineers are concentrating their attention is that of producing better riding comfort for automobile passengers.

This is one of the five major projects before the research department of the American Society of Automotive Engineers this year. The other four are fuel, truck transportation costs, gears and highway construction.

The problem of riding comfort offers particular difficulty to the engineers in that they have the human element to contend with. There is nothing stable which they can measure. Every person is different in his feelings and reactions from the rest.

Little information has been available even in learning what are the basic factors that determine the riding qualities of automobiles, let alone trying to study them and improve on them.

There is, however, a generally accepted working basis for the research activities into this line of automotive engineering.

The psychological and physiological effects of auto riding are being studied, for instance. What effect change of speed has on a passenger, whether one speed feels better than another, or what effect the seat upholstery has on the rider are all important questions to be considered.

Then there are topics such as the effects of wheelbase length, spring suspension, unsprung weight, types of tyres, types of seats, backs, and floors, and irregularity of the road, that are being studied scientifically.

Besides the technical questions applied to riding comfort, the automotive society's research department has to consider the varying sides of human nature, and the effects of riding changes on different persons. For example, Dr. H. C. Dickinson of the United States Bureau of Standards suggests such questions for research as:

Do different people have radically different ideas about discomfort?

Are motions which are pleasing to some, displeasing to others?

Are persons equally sensitive to motions or forces in different directions and, if not, which are more important?

Physicians in the United States own 144,000 cars.

Rim cutting is largely caused by dented or even slightly bent rims.

Eleven out of every 13 motor vehicles in the world are in the United States.

Twenty-one racers have already entered in the European Grand Prix at Lyons, France, to be held in August.

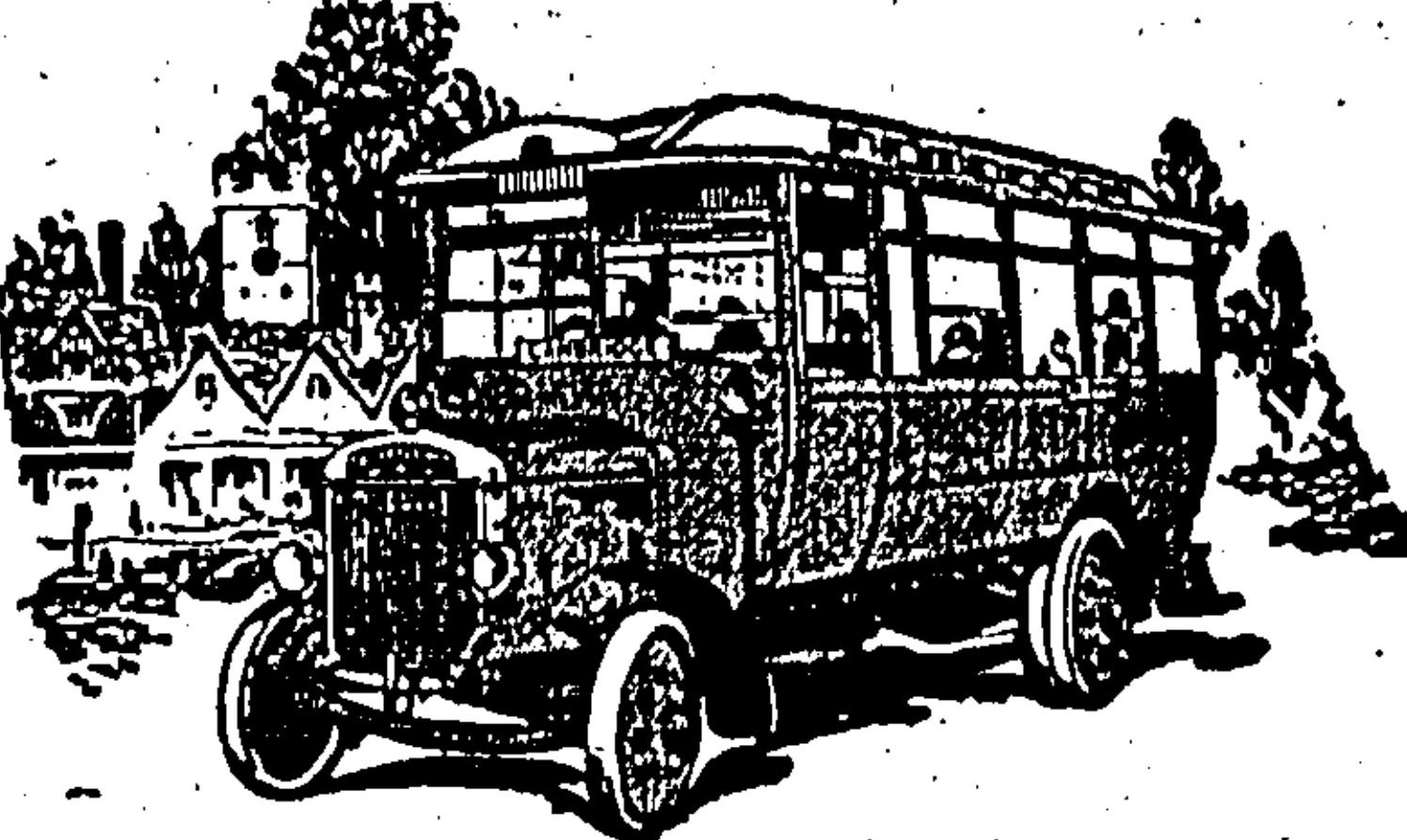
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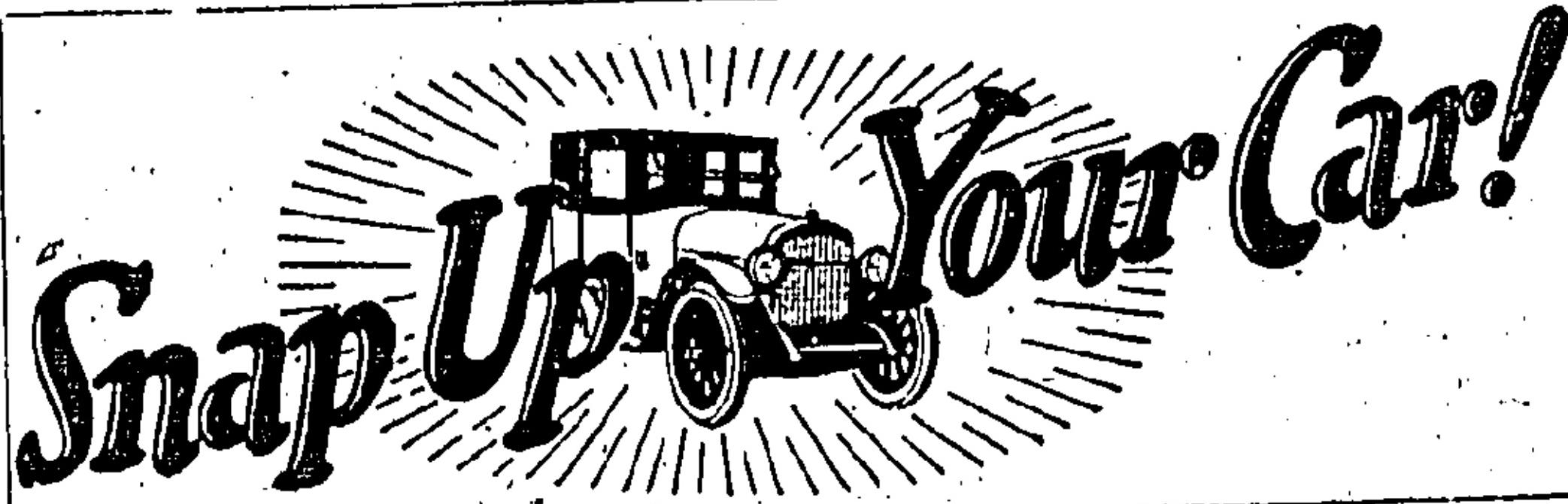
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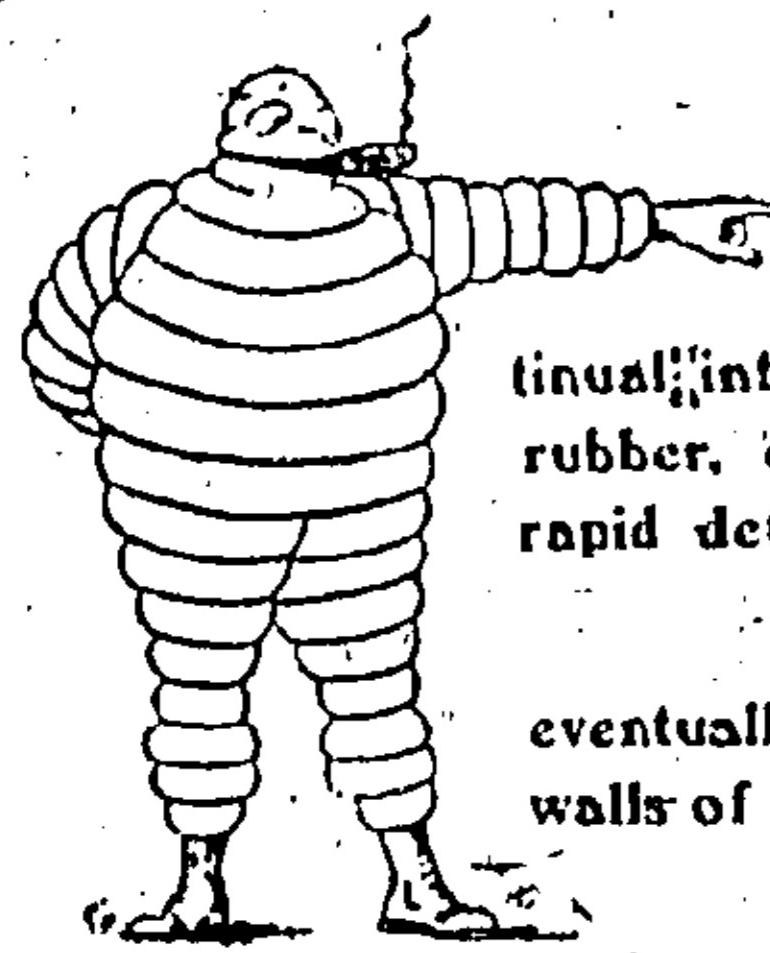


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MEETS every need of the  
motorist—quick "pick  
up," maximum mileage, domi-  
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plus real economy. SHELL  
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## HOW TO GET GOOD SERVICE FROM MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under-inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

## EUROPE-ASIA TRADING CO.

Telephone 3438.

China Building, 1st Floor.

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Reliability  
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Comfort



Cleanliness  
Simplicity  
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The Rev. F. W. Hubbard Short, M.A.C., T.A.  
and many others too numerous to mention.

Hor Grace the Duchess of Marlborough.

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100 to 115 miles per gallon of gas. 35 miles per hour. This means safe, sane driving without speeding.

Free demonstration. Sold on easy terms.

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### THE BALLOON TYRE IN 1924.

#### A WORD TO DEALERS.

The tyre dealer has a great deal to think about in connection with the advent of the balloon tyre. A new tyre season has just begun and the tyre dealer finds it necessary to do some quick, straight thinking if he is to avoid serious complications for himself and his business.

Tyre manufacturers know that the balloon tyre has come and come to stay. They have been working on it a long time now and are fully acquainted with its merits. They regard it as the tyre of the future, a development that cannot be sidetracked.

The dealer knows that the manufacturer usually knows what he is talking about on the technical features of a tyre. The dealer is perfectly willing to take the manufacturer's word for it that as time goes on the use of balloon tyres will be gradually

increased. But the dealer wants to know what is going to happen this year, and what stocks he should carry to give the motoring public what it wants.

One fact that is clear is that it is going to take some time for the merits of the new tyres to demonstrate themselves to car owners. It took about seven years for the cord tyre to drive the straight side fabric tyre off the market, although the merits of the cord tyre were apparent from the first. It can be reasonably assumed then that the balloon tyre will not make substantial inroads on the use of high pressure tyres during 1924.

It is safe for the tyre dealer to expect that eighty-five per cent of tyres sold during 1924 will be high pressure tyres. Three important elements enter into the situation: In the first place, very few of the 14,000 car owners in America will want to scrap their present tyre equipment in order to adopt balloon tyres. Balloon tyre tyres can of course be

used on rear wheels while the front wheels are wearing out the old tyre equipment. The bulk of balloon tyre equipment this year will be supplied as original equipment by makers.

Second, a considerable portion of the motoring public will hesitate about buying balloon tyres so long as there is any appreciably greater expenditure involved than when standard high pressure tyres are used.

Third, there will be a disposition among motorists for some time to come to regard balloon tyres as an experiment, while the standard high pressure tyres are regarded as a product of demonstrated value and giving complete satisfaction.

The one thing that is going to make it harder for the balloon tyre to establish a superior position for itself in public favour is the exceptionally fine service which standard high pressure tyres are giving. The last thing a motorist has to worry about today is his tyres. Motorists are

### SUDDEN FAILURE SOME ELEMENTARY HINTS.

In these days of remarkable motor-car reliability it is long odds against "anything going wrong" if the car has anything approaching correct handling—and if it itself is anything approaching a good motor-car: some are not, you know!

But the novice and the driver of comparatively limited experience have a daily subconscious nightmare. "Supposing something goes wrong?" To some extent this fear—largely groundless—tends to mar their enjoyment.

Some drivers have a thorough knowledge of the anatomy of a chassis; some a good general smattering of knowledge, and some a delightfully complete measure of ignorance. Luckily the car has no sense for diagnosing those differences, like a horse or a camel, and consequently is always on its best behaviour, even though the best behaviour will vary in degree with the driving skill exhibited.

#### A LITTLE KNOWLEDGE IS USEFUL.

But to the unconverted, says a London writer, I would preach the gospel of elementary knowledge of chassis anatomy. You should at the least have a general knowledge of "how the wheels go round"—if for no other reason than that it adds to the joy of controlling those wheels to your whims.

But suppose your car splutters to a standstill in the middle of Piccadilly? You would feel an "awful awe" if you didn't know whether you had run out of petrol or whether the sparking plug had gone on strike. You'd have to ask a policeman.

The more likely causes of car failure are very simple, and should be appreciated by all drivers. If, for example, your car does splutter to a standstill, it is very probable that petrol failure is the cause. It is rare that a magneto stops suddenly, though it may suddenly refuse to start, which is quite different.

#### WHO SAID R.T.D?

It is well to remember, therefore, that the more petrol there is in the tank the less likely you are to run short of it. Isn't that brainy? But it is extraordinary how many motorists always run with a minimum supply in the tank.

I don't know whether they are hoping for a price reduction, or fear that it may evaporate, but you rarely come across a petrol tank on the right side of half full. And, "eng passang," hero's a good one for you.

If the engine won't go at all it's long odds that the trouble is either lack of petrol or lack of spark. Your first step is to see that petrol is getting to the carburetor—a simple "kickish" job.

But it does not follow that because there is petrol in the chamber the petrol is getting to the engine. If she is still obstinate you must "narrow down" to no spark or a choked jet.

If you don't know how to test for the presence of a spark—ask someone who does to show you; it's easier than verbal description. If you find the spark all right (and know that the plugs are clean and correctly adjusted) you can now tackle the jet.

In your tool kit there is a spanner to fit the nut under the jets, and a key to fit the jets themselves. Remember that you must, when standing over the job, turn the spanner and key to the right—the normal way for tightening up—in order to loosen them.

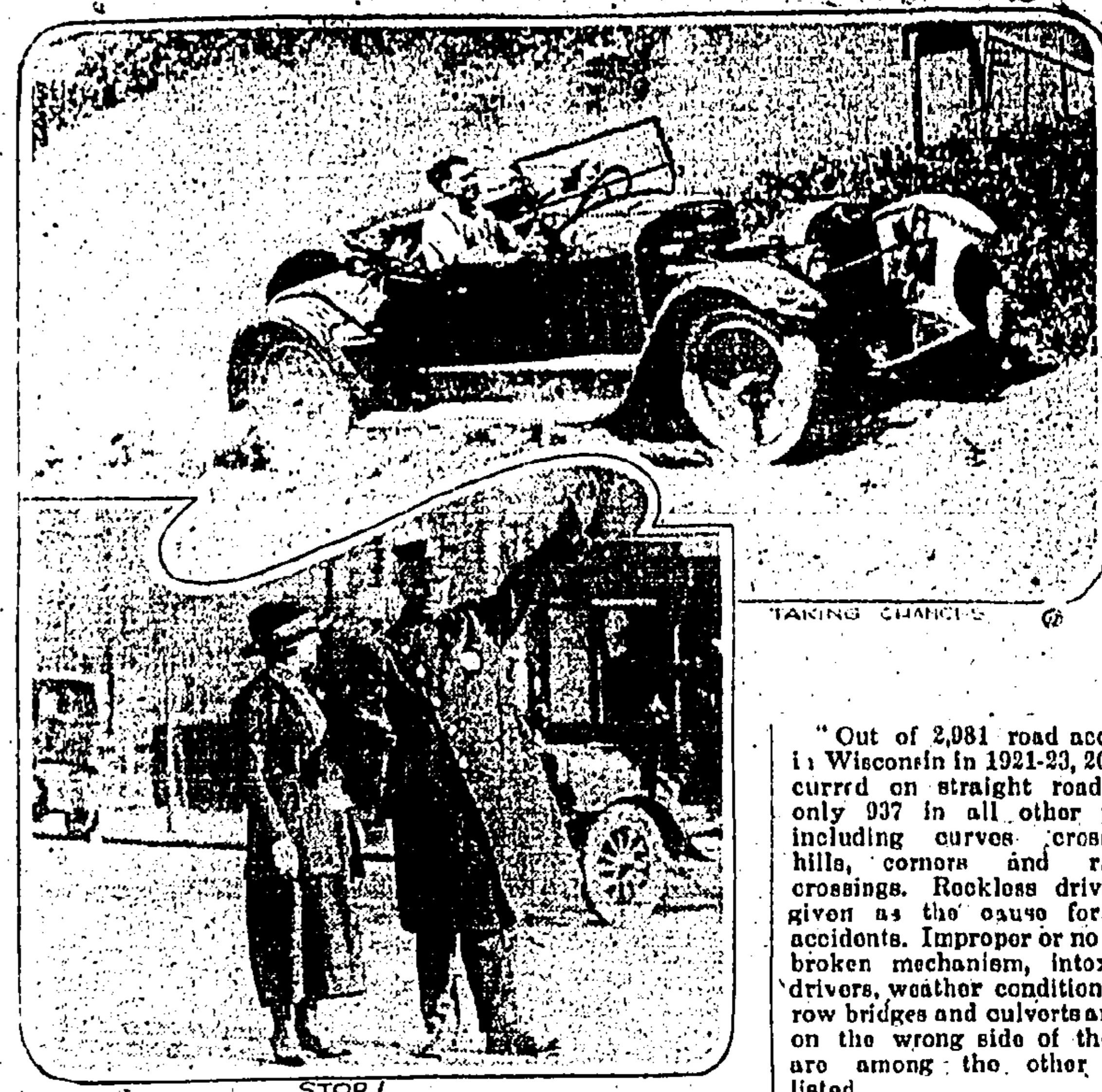
Clean the jet or jets by blowing through them with the tyre pump (not with a hairpin), and replace; remembering, of course, that you must not turn in the normal unscrewing direction in order to tighten them up. And then you can glory in that "something attempted, something done."

Second, a considerable portion of the motoring public will hesitate about buying balloon tyres so long as there is any appreciably greater expenditure involved than when standard high pressure tyres are used.

Third, there will be a disposition among motorists for some time to come to regard balloon tyres as an experiment, while the standard high pressure tyres are regarded as a product of demonstrated value and giving complete satisfaction.

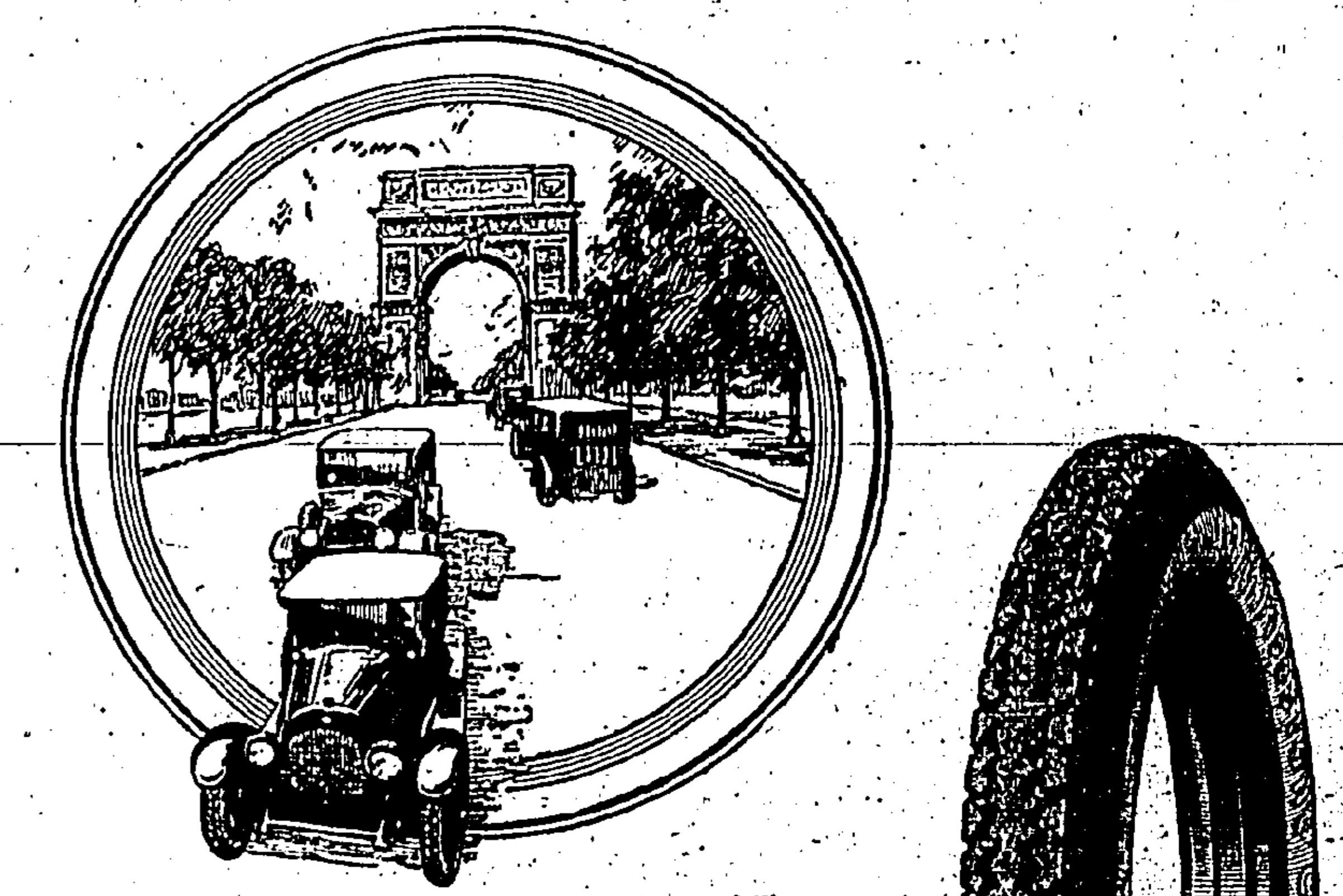
The one thing that is going to make it harder for the balloon tyre to establish a superior position for itself in public favour is the exceptionally fine service which standard high pressure tyres are giving. The last thing a motorist has to worry about today is his tyres. Motorists are

### MOST MOTOR ACCIDENTS ON STRAIGHT ROADS.



"Out of 2,981 road accidents in Wisconsin in 1921-23, 2,044 occurred on straight roads, and only 937 in all other places, including curves, crossroads, hills, corners and railroad crossings. Reckless driving is given as the cause for 1,62 accidents. Improper or no lights, broken mechanism, intoxicated drivers, weather conditions, narrow bridges and culverts and care on the wrong side of the road are among the other causes listed."

"It is interesting to note that in the 2,981 accidents, there were 10,258 people involved. Nearly always, the reckless driver jeopardizes the lives of several of his family and friends. The Royal Arcanum is striving to teach the doctrine of safety in all walks of life through 1,300 councils and 125,000 members in the United States and Canada. The order has no other motive in this save the conservation of life through sensible, cautious living."



### A NAME CAR-OWNERS TRUST

IN every line of business achievement there is one name which stands for quality—always identified in the buyer's mind with the best of its kind.

In the tyre field the name, Firestone, bears this relation to the others. It is the name which experienced motorists immediately think of when exceptional quality is desired.

Firestone Tyres give the topmost limit of strong, dependable service, with added values in comfort, safety and fine appearance.

Most Miles per Dollar

26 Nathan Road, Kowloon .....  
24 Des Voeux Road, Hongkong .....  
Show-Room and Service Station (Happy Valley) .....  
(A full range of Motor Car and Motor Cycle Tyres and Tubes carried at each of the above addresses.)

**Firestone**

**THE  
FOOD--DRINK  
AT ALL  
STORES.**  
IN 7 oz. & 15 oz. Bottles.

# WOMEN'S INTERESTS

ASK  
FOR  
**NESTLE'S**  
**MALTED**  
**MILK**

## THE VOGUE OF THE SCARF.

(Special to "Hongkong Telegraph.")



JULIE MAROT.

In the sketch is seen the scarf in some of its prettiest modes. A striped silk one is worn with a hat covered with the same silk. This scarf is very wide, and is plainly hemmed and not being finished off with any additional fringe. With an afternoon frock a narrow one should be worn loosely knotted on the right shoulder, and a long heavy tassel weighs it down. In the evening a tulle scarf fringed with ostrich feathers is a most graceful decoration to a simple evening gown.

## THIS WEEK'S RECIPE.

### Chocolate Tart.

Required: 4 gills of water and milk, 2 tablespoomfuls of cocoa, 2 tablespoomfuls of cornflour, 4oz. of castor-sugar, vanilla-essence. Put the milk and water into a pan to boil. Mix the cocoa and cornflour, and blend smoothly with a little cold milk and water; add the sugar. Pour on the boiling milk and water while stirring; return to the pan and stir until the mixture boils, then simmer for 10 minutes. Add the vanilla essence, cool, and put the mixture into a round tin, lined with short crust pastry. Bake in a slow oven for 30 minutes.

Note: If too thick add a little more milk. All milk may be used for this if preferred.

## MAH JONGG DRESS.



Here is the famous mah jongg dress that created such a sensation at the French races. It is of white georgette crepe over colored green over pale grey-green thicknesses of material. The skirt may be worn open or closed about the waist.

## USE A LITTLE AMMONIA.

Ammonia is a strong cleaning agent, and for that reason is a useful addition to the household store cupboard. It softens water for washing purposes, and can be used when soda would ruin the articles. For instance, in the case of woollens, ammonia softens the water, without in any way injuring the garments.

If a woollen garment or article of furnishing has become dull in colour and greasy in appearance, it may be sponged with ammonia and considerably improved thereby. This refers to carpets and hangings that have a woollen foundation.

People who are subject to profuse perspiration may counteract this condition by sponging with tepid water to which a little ammonia has been added.

When delicate colours have been spoiled by the stains of acids, ammonia, being a strong alkali, will often restore the colour.

Diamonds are freed from dust and take on a new brilliancy if a little is rubbed on the under side of the stone.

If a trace of ammonia is added to the water in which hair-brushes are washed, all traces of grease will be removed from the bristles. Moreover, a comb is much more easily cleaned with ammonia and water than by the more lengthy and unsatisfactory process of cleaning the teeth with cotton.

## AN IMPROVED SPONGE BAG.

People who travel a lot, or for other reasons spend a large part of their time in hotels or boarding houses, are forced to keep their sponges in a mackintosh bag, and they know from experience that both bag and sponge are apt to get close and musty.

A new and improved sponge bag is fitted at the top with an extra piece of net, which also draws up in usual bag fashion. The bottom of the bag is provided with a loop. When the sponge is not in use it is placed in the bag, the draw string pulled up, and then the bag is turned upside down and hung up by the loop. The sponge is thus suspended in the net end of the bag, where it quickly dries and is free to the touch.

## FEATHER TRIMMINGS.

Ostrich feathers and marabout become more and more ubiquitous as the weather grows warmer. Bands of either feather edge, skirts and tunics, they finish the ends of long, transparent scarves; they form great, fluffy collars on wraps of brocade or thin silk crepe.

The latest ostrich feather fan is one that is made by mingling the several plumes, the bigger the better, and choosing these in different shades. Black, pink and green plumes are often mingled together in this way in the one fan. Another idea, for the taste of those who prefer quiet effects, is to take a number of plumes, dye each one a different shade of a given colour, and then mount the lot on as decorative a handle as you can afford.

Mauve plumes, ranging from pale lilac to deep purple, look wonderfully effective mounted as a fan; also pink, ranging from shell pink to deep violet rose. Fan makers are not expending their energies to any great extent on black and white designs, as a mixture of plumes in these shades has been found to look "more" patchy than effective.

## NOTES FROM PARIS.

Milliners say that despite the fact that coloured hats are shown it is difficult to get the average woman to wear them, that she prefers black or a combination of black and white.

The envelope purse of leather with a monogram of small letters in silver or brilliants is very attractive.

Leather belts in soft pastel shades as well as in vivid reds or greens are pleasing accessories with sport-frocks.

The use of flowers is one of the newest notes in millinery. They are used as massed and combined as they used to be before the craze for untrimmed hats and draped turbans struck us.

Attempts to introduce metal embroidery and metallic meshes into hosiery has been successful and the newest stockings of silk have these decorations.

The single tassel that extends from the belt to the hem line, attached from a jewelled or braided ornament, is one of the most effective trimmings for the evening gown.

Birds' heads in the brilliant shades of the parrot and parakeet are used very smartly on hats by the Parisian milliners.

A new scarf for evening wear is made of two yards of chiffon edged with ostrich fringe.

Dull reds and all the shades of rose are seen in the latest collections. In chiffons they are most lovely.

A nightgown that is part of an elaborate trousseau from Paris is of white supple satin with a fitted yoke of real lace and white satin flowers.

## THE LATEST CORSETS.

The latest shape in corsets is long, supple and boned, and fastened with two lines of lacing, one each side of the front seam. A waist belt, destined essentially for morning wear, is made of thick satin, and buttons down the back, with four stripes of elastic formed into loops with which to fasten the buttons, as well as supply the necessary resilience for comfortable walking.

## THE FEMININE NECKTIE.

The feminine necktie is to be seen from time to time. One famous firm ties the back of a roll collar to the neck with a black gros-grain ribbon which encircles the throat and ends in a port bow knot under the chin.

A number of other designers are adding round-cut collars to

## ON CHOOSING CRETONNES.

The modern home relies upon bright chintzes and cretonnes for so many of its furnishing effects that the choice of these fabrics is legion. And it is because of their bewildering variety that the greater care is needed in their selection. Apart from the more obvious question of colour, design also should be considered in relation to the rest of the room.

Many designs that are admirable for curtains are less suited for chair covers. This is a point often overlooked, and, according to the purpose for which the fabric is intended, it is advisable to try it out first. That is, if curtain fabric is being chosen, get the salesman to hang a length over something high, in order that you may see the material as it would be used. If for a chesterfield, lay it over a chair. Fabrics are apt to look very different in use than in the roll.

Large all-over designs are sometimes extremely effective but are better left alone if the rooms are small. On the other hand a pattern that is excessively small, though perhaps charming in a short length, is apt to be monotonous in its endless repetition when used extensively.

Violent contrasts in colour provide another pitfall for the unwary who live in small rooms. One sees daring schemes, perhaps in a stage set, that look extremely effective, and endeavours to repeat the ideas at home where they turn out a disastrous failure. It is all a question of space. In a room of ordinary dimensions it is much easier to use hangings that tone or even merge into the colour of the walls, for instance, or some other dominant feature, than those in pronounced contrast.

Many decorators specialize in chintzes and wallpaper that match, and in this way it is quite to easy evolve a charming scheme. For instance, a plain wall may be surmounted by a decorative frieze the pattern of which again appears on the curtains. Hangings to match are attractive, and in no way monotonous when the

## SPAIN'S FAIREST MAIDEN.



Spain has grown tired watching beauty contests in the United States, England, France and other countries. So she stages one of her own. And here is the pretty maid whom the judges decided was the prettiest in all Spain. They call her Senorita La Goya.

nine inches square. They make a fresh white note which answers that of the white cuffs and collars which are appearing just now.

## MODE OF THE MONOGRAM.

The monogram promises to be very popular this summer on outdoor clothes, on handbags, as well as lingerie. To look really smart, it must be exceedingly well worked.

The secret of success lies in the padding, which must be even and adequate. The usual padding stitch, which is worked for all raised effects, is hardly sufficient. Instead, raised felt initials, which may be bought at the haberdashery counters of all the big shops, should be used. They are designed both as separate initials and as intricate monograms, and it takes very little time and effort to cover them. When finished, they have a most professional appearance, which remains to the end, as the padding does not suffer in laundering.

## ORCHID CREPE.



## PARIS FASHIONS IN BELTS AND HANKIECHIERS.

Belts of coloured suede, with a little triangular pocket to contain a few pennies for car fare and a coloured silk handkerchief, are featured by several shops, and one of the great designers has adopted these as the single adornment of his morning frock.

The coloured silk handkerchief is still with us—in foulard, in crepe de Chine and in chiffon. Striped borders are one of the favourite trimmings, but the print-patterned handkerchief dies hard.

Among the linen handkerchiefs there are delicate, coloured ones, some pink, some sky blue, some pale green or mauve. They have edges deeply scalloped or cut into points and embossed with a narrow line of white, and many have a white monogram placed quite a distance from the edge.

Satin-backed crepe in orchid shade makes this simple but lovely evening frock. There's a hint of surprise about the cut of the frock and the belt, and we do hope to have a nice

# GECOPHONE

A REVOLUTION IN WIRELESS VALVES

# D.E. 3

MARCONI VALVES.

MADE AT THE OSRAM LAMPWORKS  
800 HOURS USE FROM ONE DRY CELL  
FILAMENT CURRENT 0.06 amps.

THE G. E. C. OF CHINA, LTD.  
Queen's Buildings, Hongkong.

Telephone 518.



Lady Di says Twink adds the joy of Colour to the Comfort of the Cushions.

TWINK is splendid for dyeing all the coverings and hangings that make home cheerful and beautiful. Cushion covers may be made as varied and pleasing as the cushions are comfortable; curtains, tablecloths, sofa and chair covers can all be dyed in charming new colours. Twink is a real home economy. It keeps materials fresh and bright to the end. Follow the directions carefully.

AVAILABLE AT ALL STORES AND CHEMISTS.

CLEAN AND DYE AT THE SAME TIME  
DYE IN EIGHTEEN BEAUTIFUL SHADES

**Twink**  
MADE BY THE  
MAKERS OF LUX  
AGENTS:

The China Soap Co., Ltd.  
Shanghai Hongkong-Tientsin  
Bankok-Taiwan-Monkden



### NOTED DETECTIVE'S DEATH.

#### In Charge of Famous Cases.

Mr. George Mercer, who as a chief inspector at Scotland Yard, was one of London's best-known detective officers, died at the National Hospital in Queen's Square, W.C., recently, after a long illness.

In early life Mr. Mercer was a trooper in the Horse Guards, and joining the Metropolitan Police 32 years ago his abilities rapidly brought him to the front.

He had a spell of service at Vauxhall as its principal detective, and scored in tracking down notable West-end crimes, particularly jewel robberies. On his promotion to Scotland Yard his work as one of its chief detective inspectors was invaluable.

Shrewd and resourceful, he was a man of keen insight and indomitable perseverance, with an enthusiasm for hard work.

One of the most sensational cases to engage his attention in recent years was the murder of Irene Munro at Eastbourne. His dogged tenacity was also shown in his investigations which preceded the prosecution of Horatio Bottomley.

Mr. Mercer once figured in an unrehearsed drama in a West-end theatre, whither he had gone on the track of two men suspected of the theft of jewels worth £10,000 from an hotel bedroom.

He found his men witnessing a performance, and arrested them just as the curtain fell.

### RADIO NOTES AND NEWS.

#### Single-Control With Sharp Signals.

What most of us want is a simple, sharply tuned radio receiver, that brings stations clearly, yet is comparatively low cost and offers no trouble.

One of those is the simple, single-control set pictured here. Perry O. Briggs, radio amateur, designed it. Add two stages of amplification to it and you will have a highly efficient receiver that will bring in distant broadcast concerts with strength and clarity. And there is practically no radiation.

The set consists of the following material:

L1 and L2, primary and secondary coils of antenna coupling.

L3, tickler coil.

C1, variable condenser, 0005 mfd.

C2, fixed micro condenser, .001 mfd.

C3, grid condenser, no leak.

R, rheostat, 6 ohms.

Vacuum tube socket.

Two wood shafts, about 8 inches long, 1 inch wide and 3-8 inch thick.

One large panel, 6 by 11 inches. Two smaller panels, one 11-2 by 4 inches, the other 3 by 4 inches.

Wood base, 8 by 11 inches.

Fifty-five feet No. 12 D.C.C. wire.

Eleven feet No. 18 bell wire.

Seven feet No. 12 D.C.C. wire for loads.

Seven binding posts.

The battery binding posts are

"in general," explains Kruso, "a good variable condenser is of the air type and is built so that leakage must go through long paths in material that is not too thick or wide."

These three coils are designed to offer little resistance, and therefore sharp tuning. The heaviness of the wire, the lack of any varnish, the absence of any tube, their freedom from other parts of the set—all these co-operate for low loss in tuning in broadcast programmes.

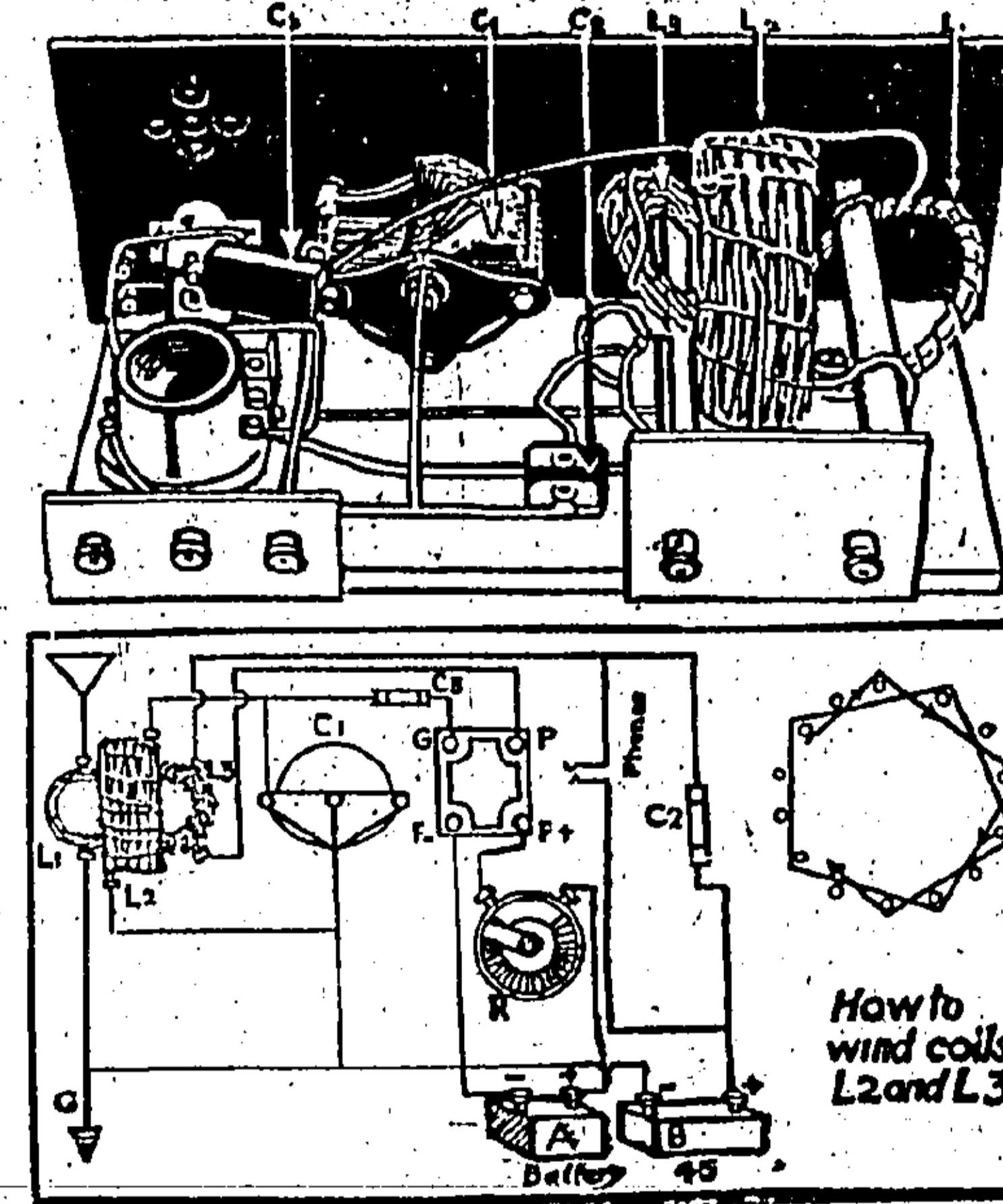
S. Kruso, technical editor of QST, official publication for the American Radio Relay League, writes:

"About the worst defect of most tuners lies in the high resistance of the coils used. The resistance is generally in the wire, at least not in the cases where wire larger than No. 16 B & S is used. The resistance is in the things that are near the wire—the tube on which the wire is wound, the varnish with which the coil is painted, sometimes even the insulation of the wire itself."

For this reason the coils of this set are practically wound on air and kept apart from other materials.

The insulating material must be good—hard rubber or molded like, for instance.

Trouble from hand capacity would be practically eliminated if the wire to the grid leak and condenser comes from the station-



SKETCH AND HOOK-UP OF PERRY O. BRIGGS' SET, AS PRINTED IN QST, AMERICAN RADIO RELAY LEAGUE PUBLICATION. AT RIGHT, BELOW, IS METHOD OF WINDING COILS L2 AND L3.

attached to the smaller of the small panels behind the set.

BASKET-WOUND COILS.

The parts that make this set essentially different from the ordinary two-circuit tuner are the three coils. L1 is the primary of the antenna inductance and L2 the secondary.

The primary consists of six turns of No. 12 D.C.C. wire wound on a three-inch tube, then cut off and tied together by a thread to make it self-supporting.

L2, the secondary, is a basket-wound coil consisting of 40 turns of the same heavy wire. Fourteen steel-wire pegs or nails are set equally on a board about the circumference of a 41-8-inch circle.

The wire is passed outside one peg, then inside two, and so on for 40 turns. Secure the turns with waxed thread and remove the winding from the pegs.

The tickler coil, L3, consists of 12 turns of No. 18 bell wire wound like L2 on 14 pegs in the circumference of a 27-8-inch circle. It is secured and removed like L2.

AVOIDS LOSSES.

The secondary coil is placed end between the two wooden rods, which act as shafts, reaching from the large panel in front to the larger of the two small panels in back of the set. L1 is attached to the left shaft and L3 to the right. L1 at an angle of 45 degrees, and L3 at 60 degrees in relation to L2. The whole group of three coils should be placed about two inches from the front and rear panels.

ONLY ONE CONTROL.

The condenser, which is the only tuning control on this set, also must be clear of all possible resistance.



### BOVO-LACTIN

The Key of Life

In the treatment of gastric and intestinal disorders.

THE chief aim in the treatment of these conditions is to throw an little strain as possible on the digestive organs and at the same time maintain the patient's strength and increase the powers of resistance. On account of its concentration, high protein content, and ease of assimilation INVALID BOVO-LACTIN meets these indications admirably. In cases of obstinate vomiting it is retained when all else fails.

In the prostration during and following attacks of diarrhoea it acts like a charm. It is invaluable in the after treatment of cases of gastritis and enteritis due to the ingestion of unsuitable foods.

#### Other BOVO-LACTIN Preparations:

BOVO-LACTIN ESSENCE. A concentrated protein preparation with a high vitamin content. May be taken in hot water or cold soda water.

BOVO-LACTIN CHOCOLATE. The finest chocolate power combined with Bovo-Lactin. A refreshing energizing beverage.

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Messrs. A. S. Watson & Co., Ltd., Queen's Dispensary,  
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Dispensary, The Kowloon Dispensary.

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and Charming  
**GOWNS**

And  
Practical Lessons in  
dressmaking, please  
call at



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The KING of Water Paints

It's Sanitary, washable, and high disintegrating qualities make it the ideal wall covering for your home or office.

Handled by all Contractors and Painters. Write for our Brochure on "How to decorate your Home" to

William C. Jack & Co., Ltd.  
Sole Agents.  
HONGKONG & SOUTH CHINA.

Local vaudeville artists, combining with local musicians in presenting radio programmes to radio throughout the Philippines. The Electrical Supply Company plans to connect its broadcasting station with the stage of one of the vaudeville theatres, broadcasting the entire programme. Programmes are broadcast Monday, Wednesday and Friday nights. The programme broadcast from 1-B.A. Monday night included:

1. Piano Solo—Somebody Stole My Girl, By Mr. John Harris.

2. Tenor Solo—Who's Sorry Now, by Dan Maruma, of the Savoy Theatre, Piano accompaniment by Mr. John Harris.

3. Vocal Solo—Radio Man, by Miss Lucy Martin, of the Palace Theatre.

4. Vocal Solo—Blue Eyes, by Miss Marceline Leonard, of the Morales' Ballet Company, Piano Accompaniment, by Mr. John Harris.

5. Trio—Rock-a-bye My Baby, by Mr. Holly, late arrival in Manila; and Mr. Bryant Meare, and Mr. Harry W. Wambough, Piano Accompaniment, by Mr. John Harris.

6. Piano Solo—Papa, Love Mama, by Mr. John Harris.

7. Duet—Rock-a-bye My Baby Blues, by Mr. Holly, and Mr. Harry W. Wambough, Piano accompaniment, by Mr. John Harris.

8. Tenor Solo—Lullabying Papa, by Mr. Sullivan, Piano accompaniment, by Mr. John Harris.

9. Duet—Rock-a-bye My Baby Blues, by Mr. Holly, and Mr. Harry W. Wambough, Piano accompaniment, by Mr. John Harris.

Has Broadcast Concerts. Radio stations in Hongkong will be interested in the following: From a recent issue of the Manila Bulletin:

"MANILA AHEAD.  
—In Hongkong, in the following months, will be presented a series of broadcasts by the Manila Bulletin, featuring the best in Philippine music, literature, and art. The first broadcast will be on June 14, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The second broadcast will be on June 21, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The third broadcast will be on June 28, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The fourth broadcast will be on July 5, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The fifth broadcast will be on July 12, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The sixth broadcast will be on July 19, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The seventh broadcast will be on July 26, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The eighth broadcast will be on August 2, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The ninth broadcast will be on August 9, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The tenth broadcast will be on August 16, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The eleventh broadcast will be on August 23, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The twelfth broadcast will be on August 30, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The thirteenth broadcast will be on September 6, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The fourteenth broadcast will be on September 13, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The fifteenth broadcast will be on September 20, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The sixteenth broadcast will be on September 27, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The seventeenth broadcast will be on October 4, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The eighteenth broadcast will be on October 11, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The nineteenth broadcast will be on October 18, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The twentieth broadcast will be on October 25, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The twenty-first broadcast will be on November 1, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The twenty-second broadcast will be on November 8, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The twenty-third broadcast will be on November 15, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The twenty-fourth broadcast will be on November 22, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The twenty-fifth broadcast will be on November 29, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The twenty-sixth broadcast will be on December 6, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The twenty-seventh broadcast will be on December 13, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The twenty-eighth broadcast will be on December 20, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The twenty-ninth broadcast will be on December 27, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The thirtieth broadcast will be on January 3, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The thirty-first broadcast will be on January 10, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The thirty-second broadcast will be on January 17, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The thirty-third broadcast will be on January 24, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The thirty-fourth broadcast will be on January 31, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The thirty-fifth broadcast will be on February 7, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The thirty-sixth broadcast will be on February 14, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra, conducted by Mr. Harry W. Wambough. The thirty-seventh broadcast will be on February 21, at 8 p.m., featuring the Manila Bulletin Chorus, conducted by Mr. John Harris, and the Manila Bulletin Orchestra

## SHADOWS: II

By the Rev. G. R. Lindsay, M. A.

Chaucer once drew attention all which have made us the most to the great likeness between a man and woman of jagged noses and shadow and its reality. Indeed, irritable tempers we oft find ourselves to be?

It is very often difficult to distinguish between them. When we Chaucer was right. Shadow

come to think of it, most of the things that have troubled us have been shadows. This does not mean that we have been scared by imaginary fancies. A shadow

differs from a phantom because it is a reflection of something which is real. You remember Ratcliffe's words to King Richard:

"Be not afraid of shadows, Nay, good my Lord By the Apostle Paul," cried Richard,

"shadows to-night Have struck more terror to the heart of Richard Than can the substance of ten thousand soldiers."

"Our days are but shadow," said the Psalmist. "Life's but a walking shadow," cried Shakespeare. "What shadows we are!" exclaimed Edmund Burke. There is but one Reality—Jesus Christ. "They all shall perish, but Thou remainest; and those who know Christ as the great reality of their life and hope are braced to face every shadow till the day dawns and the shadows flee away.

It is ever so. Shadows are fearful things. Ask any bankrupt if it was not the shadow of bankruptcy that was of more terror than the reality; if it was not "the putting off of the evil day" that streaked the hair with gray and furrowed the countenance.

Does not everyone know by experience that it has been the shadows of coming events (which sometimes have never come at

## HOME CRICKET.

## Rain Interferes With Play.

London, June 13. Oxford University started the match against South Africa today, at two o'clock on a very soft wicket. Oxford scored 117 for 9, when stumps, were drawn at 5 o'clock to allow the South Africans to entrain for Birmingham for to-morrow's Test match.

Leicester vs. Surrey and Somerset vs. Essex could not be played, owing to the weather, and were drawn.

Warwick vs. Yorkshire and Northants vs. Hampshire were drawn.

Gloucester at Dudley beat Worcester by 102. For Gloucester Parker took 5 for 50 and 6 for 24.

Sussex led Notts at Brighton in the first innings.

Middlesex led first on the innings against Lancashire at Manchester (E. Tyldesley's benefit). Lancashire scored 207. Fowler taking 5 for 29. Middlesex replied with 222 for 6. Mann compiling 69 and Hendren 104 not out.—Reuter.

## DUTCH CUSTOMS DUTIES.

## A Substantial Increase.

The Hague, June 13. The Government has introduced a Bill raising the general five per cent. ad valorem customs duty to eight per cent. This is expected to yield an extra thirteen million florins. Reuter.

## GO AFTER HEALTH.

"When you want to land a big order for your firm what do you do?" asked the physical director of Mr. Mann one evening.

"Why, I go after it with both feet."

"Exactly," agreed the director. "It's the same way with good health. You've got to go after it. Now they tell us that all men are born free and equal. Our ancestors had something to do with that."

"The trouble is that most people think health is merely freedom from disease. It's more than that; it's keeping well and also being able to enjoy life. Keeping life at the maximum vigor is the job."

"People with health know that the best part of it is the happiness it brings."

"What I'm trying to get at is the ounce of prevention you hear so much about. Whether it be the teeth, the eyes, the ears or the beginning of any trouble . . . hit it quick. GO AFTER HEALTH."

"In business you first want to know about the market. In health you want first to know about yourself. So the first step in going after health is to find out exactly what is your present condition."

"Have an inventory taken of yourself. AND IF YOU HAVE HEALTH SEE THAT YOU KEEP IT."

## BILLIARDS.

## ANOTHER WIN FOR STEVENSON.

Playing his last match in the Colony before leaving for Singapore on the P. and O. liner Kashgar, Mr. H. W. Stevenson, the ex-champion of England, gained another easy victory yesterday. His opponent was Mr. E. D. da Roza, to whom he conceded the usual 350 points, and he reached his 800 points when da Roza was 538. Stevenson did not show that consistency which characterised his first game at the Club Lusitano, but nevertheless he played first class billiards and he brought off many spectacular shots, difficult masse cannons and a beautifully judged five-cushion cannon. Stevenson started slowly though at his fifth visit he looked to be settling down to a big break when he unluckily failed at a six shot, the rod only going down and his white being cornered. At his seventh attempt he brought the balls together at the top of the table and although he lost control of them in the fifties he soon regained position and went on to make 116, failing at a long cannon. Mr. da Roza replied with 25, his best effort so far. Five visits later Stevenson gave a remarkable display of nursery cannons in which he took his score from the forties to the nineties before he went in off and played from the D. The break closed at 136 and at his next visit he put together 56.

After the interval Stevenson played quietly for a time with 29, 27, 43, 36, 44, 5, 34; and shortly afterwards treated the spectators to another century break, 102, a good all round effort. During this period Mr. da Roza's only breaks of note were 18 and 28. He scored 16 at his next visit and Stevenson then ran to his points with 34 (unfinished).

## PROFESSIONAL GOLF.

## DUNCAN BEATS BARNES.

Glenelg, June 13. In the semi-finals of the thousand guineas professional golf tournament, Abe Mitchell, of North Portland, beat R. Wilson, of Crohamhurst, by 4 and 3. George Duncan, of Hanger Hill, beat the American, Jim Barnes, by 2 and 1.

In the third round Mitchell beat De La Torre by one hole, Wilson beat Smith by 5 and 4. Barnes beat Boomer by one hole, Duncan beat Ray by 3 and 2.

Barnes was two up with six to play on Boomer. The latter squared the seventeenth hole and there was an exciting finish.

In the Semi-finals, Barnes played his short game again, but Duncan made fine and frequently very brilliant approaches, and turned two up. He became dormie three, Barnes won the sixteenth hole, and halved the seventeenth. Mitchell was four up at the sixth hole, turned two up, and won comfortably.—Reuter.

## HUMAN SPEED.

TWO NEW RECORDS, Cambridge, Massachusetts.

June 13. Two world's records are claimed at Olympic trials in the Harvard stadium, by the New Yorker Scholz, who did the two hundred metres in twenty-one seconds, and the Princetonian Taylor, who ran four hundred metres in forty-eight and one tenth seconds.—Reuter.

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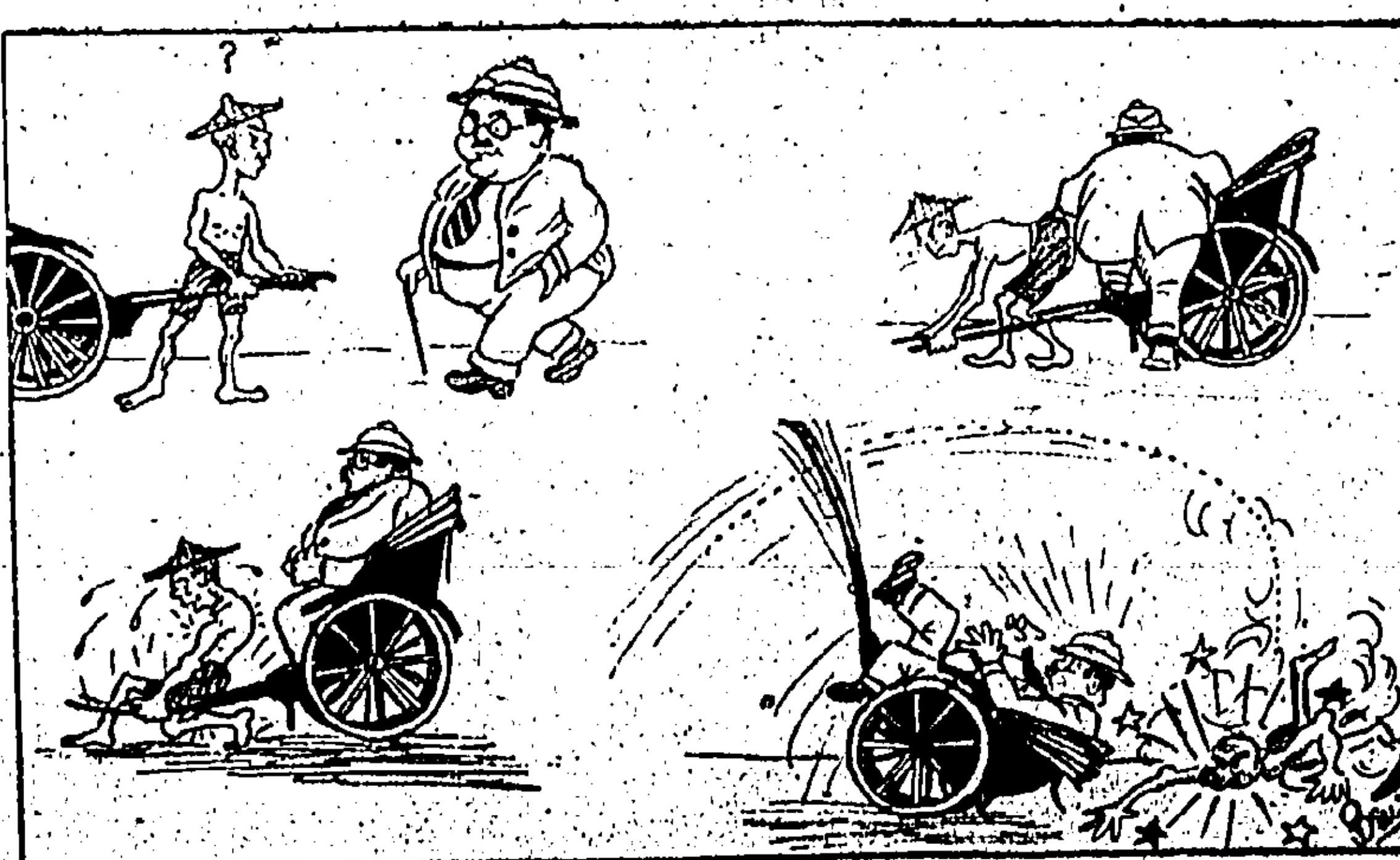
## MILESTONES

"As I pass each milestone by,  
That tell me of the fleeting years.  
And looking back down life's highway,  
What memories blind my eyes with tears,  
A friendship true, a love sublime,  
Oh! happy days when youth was mine."

TO-DAY  
AT THE WORLD

## TO-DAY'S MISCELLANY.

Severe criticism of the products of the elementary schools was heard at the annual conference of the National Chamber of Trade at Leeds. The subject came up on a resolution moved by Mr. S. Carlile Davis, on behalf of the Plymouth Chamber. Mr. Davis said business men thought the curriculum of the schools ought to be altered. It was their experience that to-day the boys and girls from the elementary schools did not come into workshops and business houses with the equipment one would expect from the amount paid in education rates. (Hear, hear.) They suggested an advisory committee to act with the Board of Education which would be similar to the advisory council to the Post Office and the advisory committee of the Board of Trade. It was their experience that boys were deficient in spelling, were unable to carry out a simple calculation in arithmetic. It was vital that our youths should be equipped educationally as well as those of other competitive nations. What they wanted voicing on that consultative committee were the opinions of the commercial community. Suggested amendments having been withdrawn, the resolution as proposed by Plymouth was carried.



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# SHIPPING NEWS

The following local shipping and mail intelligence has been corrected to noon to-day:

## Vessels Arrived.

Vessel	Agents	Mooring.
Hydrogen	China Co.	Do's Wharf
Pillotetes	B & B	A 2
Tango M.	Bato & Co.	B 60
Schubben	B & B	A 10
Anilice	China Co.	Holts Wharf
Phraeang	Cheong Fat	O 41
Kwanglee	O M & N	Co's Wharf
Takchoe	St. On Co.	Ban Pedro
Douan M.	M D R	O 47

## Clearances.

Vessel	Agents	Where Bound	Departure.
Wong Chak Kung	Kung Ohung	Seiton	13th June
Kashgar	P & O	London via Singapore	"
Minggang	J M & Co.	London via Singapore	"
Anilice	B & B	Japan via Shanghai	"
Huchow	J C L	Taipei via Weihaiwei	"
Tuananok	Bato & Co.	Shanghai	"
Taivo M.	O S K	Taiyuan	"
Kaiyo M.	Cheong Fat	Tourane	"
Phraeang	B I N	Japan	"
Japan	"	"	"

## Impending Departures.

Vessel	Agents	Destination	Sailing
Karmala	P & O	Kobe	15th June
Japan	P & O	Japan	15th "
Toyoishi M.	N Y K	Marseilles	16th "
Achimara	B & B	Shanghai	16th "
Minang	J M Co.	Holton	16th "
Toughing	J M Co.	Swatow	16th "
Motor	B & B	Hamburg	16th "
Beijo M.	T K K	Valparaiso	16th "
Karmala	P & O	Japan	16th "
Hakozaki M.	N Y K	Hamburg	16th "
City of Athens	B L	Arrivals	"

## Impending Arrivals.

Vessel	Agents	From	Due Hongkong
Karmala	P & O	Singapore	15th June
Hakozaki M.	N Y K	Singapore	15th "
Mentor	B & B	Shanghai	14th "
Achimara	B & B	Utu	16th "
Hakone M.	N Y K	Shanghai	17th "
Tang M.	N Y K	Nagasaki	17th "
Tokuwima M.	N Y K	Moji	18th "

## Consignees Diary.

Vessel	Agents	Free	Claims	Examination Date
P. Van Buren	D & L	Storage	In by	June 16
Angers	M M	Keeloon	June 10	June 16

## STORM WARNINGS.

### SHIPMASTERS ASKED TO CO-OPERATE.

The Director of the Hongkong Observatory, in the Government Gazette, draws attention to a circular issued to operators by the Marconi Company, and earnestly requests shipmasters to co-operate in the forecasting and storm warning work of the Observatory by arranging for meteorological observations to be made in accordance with the programme given in the circular, and transmitted by the wireless operator without delay.

It is pointed out that the accuracy and utility of the Observatory forecasts will increase in proportion to the number of ships cooperating, the accuracy of the observations, and the promptness with which they are despatched. In the interest of shipping therefore, every master possessing a radio-telegraphic installation should send observations at the hours stated, namely, at 0300, 0600, 0900 and 2200 G.M.T., and endeavour to make the service as efficient as possible.

It is requested that mercurial barometers should be used whenever possible, and that owners should co-operate by supplying their ships with at least one good mercurial barometer, of the Board of Trade pattern. Very few aneroid barometers are satisfactory. Generally speaking, the index error varies considerably from time to time, and is seldom constant throughout the scale. Moreover their readings are usually affected by changes of temperature though they are supposed to be compensated in this respect. In every case the readings should be followed by the word "Mercury" if a mercurial barometer is read, or "Aneroid" if an aneroid is read.

It is very important that a few readings (at least four) of the barometer used for the wireless messages should be taken in Hongkong and forwarded to the Observatory, for comparison with the Observatory Standard. It is also very important that the readings in the radio messages should be exactly as read off without any correction whatever, except in the case of ships which have not sent comparison observations to the Observatory. Such ships should correct the readings of mercurial barometers for index error, and reduce them to 32 Fahrenheit, sea level, and gravity at 45° latitude, using the best index error available and adding the word "corrected." If an aneroid barometer is used, and no comparison observations have been sent to the Observatory, the readings should be corrected for index error and reduced to sea level.

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Steamers: Total. Leave Hongkong.

SIBERIA MARU ..... 20,000. .... July 12.

TAIYO MARU ..... 22,000. .... July 25.

TENYO MARU ..... 22,000. .... Aug. 8.

KOREA MARU ..... 20,000. .... Aug. 22.

SHINYO MARU ..... 22,000. .... Sept. 4.

HONGKONG TO VALPARAISO

VIA JAPAN, HONGKULU, HILO, SAN FRANCISCO, SAN PEDRO,

MANZANILLO, BALHOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

SEIYO MARU ..... 14,000. .... June 16.

RAKUYO MARU ..... 18,500. .... July 19.

Through Bills of Lading issued to all United States Overland Ports; also via Panama Canal Lines to Atlantic Ports.

For Full information regarding passengers, freight and sailings  
Apply to:

Y. TSUTSUMI, Manager.  
Agents at Canton. King's Building.

Messrs. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

## COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,

BARCELONA & OTHER SPANISH PORTS.

ISLA DE PANAY 14th July. C. LOPEZ Y LOPEZ 30th Oct.

LEGAZPI ..... 5th Sept. ISLA DE PANAY 21st Dec.

SHANGHAI, NAGOAKA, KOBE & YOKOHAMA.

ISLA DE PANAY 27th June. C. LOPEZ Y LOPEZ 12th Oct.

LEGAZPI ..... 18th Aug. ISLA DE PANAY 3rd Dec.

The steamers of this Company are classed 100 All at Lloyd's

and are fitted with every modern convenience for comfort and safety

of passengers. Stewards and Doctor carried.

For particulars of freight or passage apply to:

BOTE LHO BROS. Alexandra Buildings, Hongkong.

O. D. BARRETT. 28 Central Avenue, B.C., Canton.

(Tel. 1531)

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. MENELAUS ..... via Suez Canal ... 21st June.

S.S. CITY OF SHANGHAI via Suez Canal ... 1st July.

S.S. CYCLOPS ..... via Suez Canal ... 11th July.

S.S. CITY OF DUNKIRK ... via Suez Canal ... 21st July.

Steamers proceed via Suez Canal or Panamá Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to:

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.

HONGKONG & CANTON: HOYOKA, MASSEY & CO. LTD. CANTON

## STRUTHERS &amp; BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong by Direct Route.

U.S.S.B. "West Carmons" ... Due Hongkong 17th June

Leaves Hongkong 20th June

U.S.S.B. "West Montop" ... Due Hongkong 8th July.

Leaves Hongkong 10th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO THROUGH WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

For Manila, Cebu & Zamboanga.

U.S.S.B. "West Cajoot" ... Due Hongkong 2nd July

Leaves Hongkong 4th July

For Singapore, Zamboanga, Cebu & Manila.

U.S.S.B. "West Montop" ... Due Hongkong 12th June

Leaves Hongkong 14th June

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information apply to:

STRUTHERS & BARRY.

L. EVERETT. 1st Floor Queen's Building.

General Agent for Japan-China-Philippines

Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.**(COMPANIES incorporated in ENGLAND) TO  
Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies,  
Mauritius, East & South Africa, Australasia, including New  
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.  
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

B.S.	Tons	From Hongkong (about)	Destination
KASHIGAR	8,840	14 June, noon	M'les, London & Antwerp
MOREA	10,911	28th June	M'les, London & Antwerp
KIDDERPORE	5,334	30th June	S'pore, P'ang, C'bo & R'bay
SOUDAN	6,696	9th July	S'pore, P'ang, C'bo & B'bay
KARMAKA	9,098	12th July	M'les, London & Antwerp
MALWA	10,941	26th July	M'les, London & Antwerp
DEVANHA	8,092	9th Aug.	M'les, London & Antwerp
SICILIA	6,813	22nd Aug.	S'pore, P'ang, C'bo & B'bay
MANTUA	10,902	23rd Aug.	M'les, London & Antwerp
NAGOYA	6,854	30th Aug.	M'les, London & Antwerp
SARDINA	6,684	4th Sept.	S'pore, P'ang, C'bo & B'bay
KALYAN	9,118	6th Sept.	M'les, London & Antwerp
KAISAR-I-HIND	11,430	20th Sept.	M'les, London & Antwerp
KASHMIR	8,963	4th Oct.	M'les, London & Antwerp

**BRITISH INDIA-APCAR SAILINGS (South)**

FORILLA	5,205	17 June 1 p.m.	S'pore, Penang & Calcutta
TALMA	10,000	24th June	S'pore, Penang & Calcutta
JAPAN	6,052	5th July	S'pore, Penang & Calcutta

Frequent sailings from Australia with the following:-

ARAFURA	6,000	2nd July	Manila, S'kan, Thursday Is., Townsville, B'ban, Sydney & Melbourne.
ST. ALBANS	4,500	30th July	
EASTERN	4,000	27th Aug.	

The P. &amp; O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

The Royal Mail steamers to London via River Canal.

The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

The P. &amp; O. Company's steamers to the United Kingdom via New Zealand, Vancouver &amp; Panama.

The P. &amp; O. Company's steamers to London via the Cape.

The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

The P. &amp; O. Company's steamers to London via the Cape.

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**HOTELS.****THE HONGKONG**

HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL  
Telegraphic Address: "KREMLIN, HONGKONG."

AND

**SHANGHAI**

ASTOR HOUSE HOTEL; PALACE HOTEL;  
GRAND HOTEL KALEE; MAJESTIC HOTEL  
Telegraphic Address: "CENTRAL, SHANGHAI."

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LIMITED.**

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Des Wagons Lits, Ltd., Peking.

**KOWLOON HOTEL.****THE PREMIER HOTEL IN KOWLOON.**

First Class Billiard Room &amp; Saloon Bar.

Electric Lift and Telephone to each Floor.  
Tels. K.601 and K.609. Cable address: KOWLOON, Hongkong.  
Under the Personal Supervision and Management of  
FRANK L. COOKE, Proprietor.

**KING EDWARD HOTEL.**

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ELECTRIC LIFTS AND LIGHTING.  
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J. WITCHELL,  
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SINGAPORE.  
DANCING AFTER DINNER,  
EVERY MONDAY, WEDNESDAY and SATURDAY,  
TEA DANCES  
TUESDAYS and THURSDAYS.

The Hotel Orchestra under the Direction of  
Mr. F. R. Martens.

Telephones in every room.  
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THE EUROPE HOTEL LTD.  
ARTHUR E. ODELL, Manager.

**QUEEN'S THEATRE**

Pleasure House De-Luxe

Commencing 13th to 16th JUNE

at 2.30, 5.15, 7.15 &amp; 9.15 p.m.

**RAQUEL MELLER**

IN

**"IMPERIAL VIOLETS"**

10-Reel 1924 Production

Henry Roussel's Wonderful Masterpiece

Usual Prices

BOOKING AT THE THEATRE.

## PASSENGERS ARRIVED.

Per P. and O. ss. Kashgar, from Japan, via ports, 13th June.—Mr. G. S. Johnson, Mrs. B. Hillson, Miss K. Fryer, Mr. A. C. Loftis, Mr. D. E. Drummond, Mr. J. Graham-Brown, Mr. J. H. Green, and Mr. Ching Tung Yik.

## PASSENGERS DEPARTED.

Per P. and O. ss. Soudan 18th June.—Mr. Yeo Chun Yee, Mr. Ching, Mr. Duff, Mr. Norroodin, Mr. Tsu Huck Tse, Mr. Chang, Miss Caldwell, Mr. L. C. Esser, Mr. Caldwell, and Rev. and Mrs. Caldwell, all well.

METEORIC RISE AND FALL.—Once upon a time there was a man in the Argentine—such has been the meteoric career of Mr. Thomas Cowan Steven, of St. Andrews Square, Edinburgh, whose fortune was announced recently.

## CHURCH NOTICES.

A Charge of one Dollar is made for Notices under this Heading.

St. John's Cathedral, Trinity Sunday, 16th June, 1924. 8 a.m.: Holy Communion, 10 a.m.: Children's Service, 11 a.m.: Matins and Sermon, 12 noon: Holy Communion, 6 p.m.: Evensong and Sermon. Preacher: Rev. W. H. Howitt.

First Church of Christ, Scientist, Macdonald Road, below Bowen Road Tram Station. Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday morning 10 to 12.

**Crippled by Corns?  
Use "Gets-It"**

The only good corn is a dead corn. A few drops of "Gets-It" will quickly start any corn.



or call on the way to "the happy hunting ground" of "Gets-It". One bottle contains enough "Gets-It" to remove a dozen corns and if you ever need more, just send your druggist to get more. If your druggist can't tell you why call him and let him in on this secret.

Board of Conservancy Works of Kwangtung.  
Waterlevel in English Feet 10 a.m.

Place of Observation	Highest W.L. ever recorded Feet	Lowest W.L. ever recorded Feet	1924 W.L. June 1st Feet	W.L. June 13 Feet
Wuchow West River	+ 79.50	-2.42	+ 33.3	+ 7.9
Koumnoon	+ 14.70	-0.80	+ 7.2	+ 7.9
Lukonghow North	+ 57.00	0	+ 20.5	+ 18.5
Shiuchoow	+ 35.51	0	+ 8.7	+ 7.0
Jamail	+ 27.50	-6.00	+ 12.6	+ 11.8
Shoklung East	+ 15.15	-0.98	+ 2.7	+ 5.8

**AMUSEMENTS**

The Topical Budget is here again  
starting with  
**THE KING AT THE  
BRITISH EMPIRE EXHIBITION.**

**GEORGE ARISS**

in

**"The Silent Voice"**

or

**THE MAN WHO PLAYED GOD.**

Commencing today at

**THE CORNET****THE STAR**

5.30 TODAY ONLY 9.15

Farewell appearance of

**HOLT and SAWYER**

In their Midnight Revue.

**GRAND CHANGE OF PROGRAMME TONIGHT**NEW SONGS, NEW DANCES, NEW COSTUMES  
Including their famous Burlesque Sketch**"CAMILLE"**

In conjunction with a new picture programme

HERBERT RAWLINSON  
in  
"HIS MYSTERY GIRL"

LARRY SEAMON  
in  
"GOLF"

Commencing Sunday

**MARY PICKFORD in "SUDS"****SAMUELSON**

(British Film Company)

Presents

CAMPBELL GULLAN, OWEN NARES,  
WINFRED DELEVANTI, HUBERT HARBN,**ISOBEL ELSOM**ERNEST GRAHAM MINNA GREY,  
ESME HUBBARD, MARY LINCOLN,

in

**A HUMAN-HEART STIRRING DRAMA****"MILESTONES"**

9 PARTS

Wednesday, 11th to Saturday, 14th.

at 5.15 &amp; 9.15 p.m.

**WORLD THEATRE**YOUR BATH WILL BE FRAGRANTLY REFRESHING  
IF YOU USE—**DUBARRY'S**RENOWND BATH SALTS and TABLETS and  
BATH SOAP

New Stocks just received

**THE COLONIAL DISPENSARY**

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